ALAMEDA COUNTY
CONGESTION MANAGEMENT AGENCY

1333 BROADWAY, SUITE 220 • OAKLAND, CA 94612 • PHONE: (510) 836-2560 • FAX (510) 836-2185
E-MAIL: mail@accma.ca.gov • WEB SITE: accma.ca.gov

ALAMEDA COUNTY TECHNICAL ADVISORY COMMITTEE

MEETING NOTICE

Tuesday, July 5, 2005 1:30 p.m.
CMA Offices – Board Room
1333 Broadway, Suite 220
Oakland, CA 94612
(See map on reverse side)

Chairperson: Dennis R. Fay
Staff Liaison: Frank R. Furger
Secretary: Christina Muller

AGENDA

"Copies of individual Agenda Items are available on the CMA's Website"

1.0 PUBLIC COMMENT

Members of the public may address the Committee during "Public Comment" on any item not on the agenda. Public comment on an agenda item will be heard when that item is before the Committee. Anyone wishing to comment should make his or her desire known to the Chair.

2.0 CONSENT CALENDAR (+) Acceptance **1:30 p.m.**

2.1 Minutes of June 7, 2005* (page 1) **Action**

2.2 Deputy Directors' Report* (page 5) **Information**

3.0 FUNDING PROGRAM AND PROJECT DELIVERY CMP/CWTP/RTP ACTION ITEMS

3.1 TFCA Program: Quarterly at Risk Report* (page 11) **Discussion/Action**

ACTAC is requested to review and approve the attached Quarterly At Risk report for local projects programmed in the TFCA Program.

3.2 Federal STP/CMAQ Program: Quarterly at Risk Report* (page 19) **Discussion/Action**

ACTAC is requested to review and approve the attached Quarterly At Risk report for local projects programmed in the STP/CMAQ Program.

3.3 Draft 2005 Congestion Management Program * (page 25) **Discussion/Action**

It is recommended that the CMA Board approve the attached draft 2005 Congestion Management Program for distribution. All of the chapters with substantive changes except Chapter 7 Capital Improvement Program were presented to the Committee before and recommendations have been incorporated. The list of projects in Chapter 7 (table 16 – 2005 CIP) were reviewed by ACTAC in June. Table 15 of Chapter 7 will be completed upon approval of the 2006 STIP project list for the county.

4.0 FUNDING PROGRAM AND PROJECT DELIVERY CMP/CWTP/RTP NON-ACTION ITEMS

4.1 2006 STIP: Schedule and Process * (page 217) **Information/Discussion**

Staff will provide a status report on the progress of the 2006 State Transportation Improvement Program (STIP) process.

4.2 MTC Local Streets and Roads Committee **Information**

The MTC Local Streets and Roads (LSR) Committee has recommended the 50/50 hybrid allocation model for the 3rd cycle with the agreement that any other regional funding that becomes available for local streets and roads be allocated 100% based on the 'new' formula. The 'new' formula distributes funds by a combination of factors including population, lane mileage, shortfall on the federal system, and performance measure. The 50/50 hybrid allocation model distributes LSR funds 50% by shortfall and 50% by the 'new' formula. The formula will be proposed as part of the Cycle 3 LSR funding program. The schedule for the release of the Cycle 3 LSR program is uncertain at this time, with the final schedule dependent on the approval of the TEA 21 reauthorization legislation.

4.3 State Transportation Improvement Program (STIP) Program: Timely Use of Funds Report* (page 219) **Information/Discussion**

Attached is a listing of the locally sponsored STIP projects segregated by sponsor. ACTAC is requested to review and confirm the project specific information included in the report. Updates to the project information should bethe ACCMA to the attention of the project monitoring team. Project sponsors are requested to provide documentation related to the status of the required activities shown on the report by July 15, 2005. This information will be the basis of the At Risk Rept Risk Report brought to the committees and the Board in September, 2005.

4.4 Update for the Land Use Analysis Program Element of the Congestion Management Program * (page 221) **Information**

This is to give an advance notice to the jurisdictions in meetinormance requirements related to the Land Use Analysis Program element of the Congestion Management Program (CMP). The adopted CMP requires that the Land Use Analysis Program be carried out as part of the annual conformity process that normally begins in August. The attached updated spreadsheet will be sent to the jurisdictions next month as part of the conformity requirements. Early review and input from the jurisdictions would help us ensure that the jurisdictions are in conformance. ACTAC is requested to review the attached spreadsheet and 1) Make sure that all of your projects are included, 2) If any project is complete inform us to change the status, 3) Confirm that the information presented is accurate.

4.5 Countywide Bicycle Plan Update **Information**

ACCMA is updating the Countywide Bicycle Plan in 2005-06. The project budget is $50,000. ACTIA has approved $30,000 for the Plan. The Executive Director at MTC will take action on the TDA fund request for the remaining $20,000 for the Bicycle Plan in September to October 2005. This is later than the original anticipated) Plan start date of July 2005. Once the TDA funds are approved, the consultant will begin work on the Bicycle Plan update. To update the plan, CMA requested that ACTAC provide information about updates to bicycle facilities in each jurisdiction. Updates include additions, removals, and other changes to the countywide bicycle network. CMA has received responses from all jurisdictions except the following: Livermore, Oakland, Pleasanton, San Leandro and Union City. It is requested that those jurisdictions who have not yet responded send updates to CMA.

5.0 LEGISLATION ITEMS

6.0 OTHER BUSINESS/ADJOURNMENT

NEXT MEETING: – September 6, 2005 CMA Office, 1333 Broadway, Suite 220, Oakland, CA 94612.

(#) All items on the agenda are subject to action and/or change by ACTAC.
(+) At the meeting CMA staff will not review the contents of written communications included in the Consent

Calendar. Acceptance of the Consent Calendar implies understanding of its contents and approval of items, as appropriate. You are encouraged to read the materials in advance of the meeting.

* Attachments enclosed.

** Materials will be available at the meeting.

✓ Materials are enclosed as a separate attachment to the agenda.

PLEASE DO NOT WEAR SCENTED PRODUCTS SO INDIVIDUALS WITH ENVIRONMENTAL SENSITIVITIES MAY ATTEND.

ALAMEDA COUNTY TECHNICAL ADVISORY COMMITTEE
MINUTES OF JUNE 7, 2005
Oakland, CA

1.0 PUBLIC COMMENT

There were no public comments.

2.0 CONSENT CALENDAR.

2.1 Minutes of May 3, 2005

2.2 Deputy Directors' Report

A motion was made by Carmichael-Hart to approve the Consent Calendar; a second was made by Odumade. The motion passed unanimously.

Fay introduced Jacki Taylor of Advance Project Delivery who informed the Committee about the call for projects for the Innovative Bridge Research and Construction Program (IBRC). Taylor will email additional information on the program to the ACTAC members. Additional information is also available on their website at www.ibrc.fhwa.dot.gov.

3.0 FUNDING PROGRAM AND PROJECT DELIVERY CMP/CWTP/RTP

3.1 Federal STP/CMAQ Program: Cycle 1 Augmentation: Programming Local Streets and Roads Rehab & Safety Funds

Taylor reviewed the Program of the CMA TIP and STP Cycle 1 Augmentation Funds. After a brief discussion a motion was made by Carmichael-Hart to approve the Program of the CMA TIP and STP Cycle 1 Augmentation Funds a second was made by Nichols. The motion passed unanimously.

3.2 2006 STIP: Schedule and Process

O'Brien of Advance Project Delivery reviewed the process and schedule for the development of the Alameda County program of projects for the 2006 State Transportation Improvement Program (STIP). After discussion, a motion was made by O'Hare to add a provision to the Principles for Development of 2006 STIP List to allow for consideration on a case by case basis of new projects as eligible for programming any new STIP funds that may become available in the 2006 STIP; a second was made by Vinn. The motion passed unanimously.

3.3 TravelChoice Marketing Program

O'Brien of Advance Project Delivery advised the Committee that the Transportation and Land Use Coalition (TALC) is proposing a pilot project in the Bay Area that would create the TravelChoice program. The program includes an individualized marketing campaign that targets willing participants and provides personally tailored transportation information. The CMA has been requested to jointly sponsor a Regional TFCA grant request for the project. After a brief discussion a motion was made by O'Hare to approve the participation of the ACCMA with TALC for the

TravelChoice Marketing Program project; a second was made by Odumade. The motion passed unanimously.

3.4 CMA TIP Exchange Program: Quarterly at Risk Report

O' Brien reviewed the Quarterly At Risk report for local projects programmed in the CMA TIP Exchange Program. A motion was made by Parker to approve the CMA TIP Quarterly at Risk Report; a second was made by Carmichael-Hart. The motion passed unanimously.

Fay recommended moving forward to Agenda Item 4.3. The Committee agreed.

4.3 Federal STP/CMAQ Program: Timely Use of Funds Report

O'Brien reviewed the listing of the locally sponsored STP/CMAQ projects segregated by sponsor. The Committee was asked to review and confirm the project specific information included in the report. Updates to the project information should be faxed to the ACCMA to the attention of the project monitoring team. Project sponsors are requested to provide documentation related to the status of the required activities shown on the report by June 17, 2005. This information will be the basis of the At Risk Report brought to the committees and the Board in July, 2005. This was for information only.

Fay recommended returning to Agenda Item 3.5. The Committee agreed.

3.5 2005 CMP Update – Chapters 8 thru 10

Suthanthira reviewed the modifications to the 2003 Congestion Management Program affecting Chapters 8, 9 and 10. Chapter 7 (the Capital Improvement Program) was presented separately. She noted that Chapters 8 thru 10 will be presented to the Plans and Programs Committee in June and a complete draft 2005 CMP document will be scheduled for Board action in July 2005. A motion was made by Odumade to approve the modifications; a second was made by Carmichael-Hart. The motion passed unanimously.

4.0 FUNDING PROGRAM AND PROJECT DELIVERY CMP/CWTP/RTP — NON-ACTION ITEMS

4.1 Congestion Management Program: CIP Table* (page 39) — Information/Discussion

Taylor of Advance Project Delivery reviewed the Capital Improvement Program (CIP) table. This information was recently collected from jurisdictions for inclusion in the CMA's Congestion Management Program (CMP), and is proposed to be included in the 2005 CMP update. This was for information only.

4.2 TFCA: Timely Use of Funds Report

Young of Project Delivery Management Group reviewed the listing of the locally sponsored TFCA projects segregated by sponsor. The Committee was requested to review and confirm the project specific information included in the report. Updates to the project information should be faxed to the ACCMA to the attention of the project monitoring team. Project sponsors are requested to

provide documentation related to the status of the required activities shown on the report by June 17, 2005. This information will be the basis of the At Risk Report brought to the committees and the Board in July, 2005. This was for information only.

5.0 LEGISLATION ITEMS

Fay provided and update on AB1623 (Klehs) and the Federal Authorization.

6.0 OTHER BUSINESS/ADJOURNMENT

Fay informed the Committee that he will be on vacation stating June 13th and returning on July 5, 2005. Jean Hart will serve as Acting Executive Director in his absence.

Fay noted that MTC released list of projects recommended for the Bike/Ped Program. 2 of 10 projects in Alameda County made the list. In addition, MTC HIP Program received 30 million in applications. This information is available on MTC's website.

NEXT MEETING: – July 5, 2005 CMA Office, 1333 Broadway, Suite 220, Oakland, CA 94612.

Attest By:

Christina Muller, Secretary

This page intentionally left blank.

ALAMEDA COUNTY
CONGESTION MANAGEMENT AGENCY

1333 BROADWAY, SUITE 220 • OAKLAND, CA 94612 • PHONE: (510) 836-2560 • FAX: (510) 836-2185
E-MAIL: mail@accma.ca.gov • WEB SITE: accma.ca.gov

July 5, 2005
Agenda Item 2.2

MEMORANDUM

Date: June 28, 2005

To: ACTAC

From: Jean Hart, Deputy Director
Frank Furger, Deputy Director

Subject: Deputy Directors' Report

MTC's Lifeline Transportation Program - CMA staff is working with ACTIA to develop a program to jointly administer the Lifeline Transportation Program. A proposed work program will be presented to the Board September 2005.

I-880 Corridor System Management Study – This study, sponsored by Caltrans, will provide a detailed evaluation of the I-880 corridor to determine what transportation strategies make the most sense and when they should be implemented. Caltrans made a presentation on the scope of work and the status of the study to the I-880 Steering Committee in December 2004. Currently, data input and simulation model development are in progress. Upon completion of initial model development, Caltrans will be able to provide a status report on the study - probably in about two months.

North I-880 Operations and Safety Project – The expenditure plan for Regional Measure 2 included funding for projects identified in the North I-880 Study. RM2 Initial Project Reports and allocation was approved by MTC. An RFP for project development work for the project was released in January, 2005 and nine proposals were received. The Korve/RBF Team was selected to perform the project development work for the project. A notice to proceed with the work was issued in early May.

San Pablo Avenue Corridor –A Letter of Agreement has been signed by AC Transit and ACTIA, and a Notice to Proceed was issued to Carter Burgess to begin engineering review of proposed additional San Pablo Rapid Stop amenities. Site meetings between AC Transit, Carter Burgess, CMA and local jurisdictions will begin shortly. The Policy Advisory Committee will meet July 14th to review the scope of work and assumptions for the work to be completed in the corridor.

SMART Corridors Program – The CMA Board and West Contra Costa County Transportation Advisory Committee (WCCTAC) as well as the participating agencies have adopted the plan for the Operations and Management of the current system. A minor contract was issued to the construction contractor to act as interim maintenance contractor to allow CMA to issue a request for bids and secure a permanent maintenance contractor to assist the project stakeholders in maintaining field equipment. There are 135 Closed Circuit TV (CCTV) cameras which are streaming video images, 49 vehicle detector stations are reporting the speed and volume of traffic along the arterials on continuous basis. The public WEB site address for the SMART Corridors is: http://www.smartcorridors.com . Emitters have been supplied to the first responders for safe and fast deployment to incidents on freeways and surface streets. Additionally, on-board data terminals have been provided to the fire departments for real-time viewing of traffic congestion, video and incidents prior and as dispatched to incidents.

Rapid Bus Corridor on International/Broadway/Telegraph: - CMA staff is coordinating the work with AC Transit, on the implementation of this new Rapid Bus corridor. This corridor starts at the Bay Fair BART station, in the city of San Leandro and includes portions of E 14th/International Boulevard, Broadway, Telegraph in the cities of Oakland, and Berkeley. The length of this corridor is about 18 miles, and carries about 30,000 daily transit riders. CMA staff has secured three separate TFCA grants totaling $1.4 million to supplement measure B funds provided to AC Transit by ACTIA. This project has a very aggressive schedule and is being fast tracked to meet the June 26, 2006 deadline for the start of service by AC Transit. It is expected that CMA would administer multiple procurement and construction contracts that may run concurrently to meet the schedule. The CMA Board has authorized staff to solicit multiple calls for bids for equipment and construction. The design for E 14th/International and Telegraph has been completed. The Bids for the traffic signal controllers and cabinets were received on May 12th. McCain Traffic supplies, inc. was the lowest, responsive bidder. The Bids for construction on Broadway were rejected as only one bid was received that was much greater that the engineer's estimate of probable costs. CMA is re-advertised the Broadway work on June 15, 2005, following an outreach to the contractor community. Bids will be due on July 14, 2005. The A call for bids was also made on June 15, 2005 for Telegraph Avenue, with bids due on July 14, 2005.
E 14th/International work will be advertised in August following the review and permit process from Caltrans. Based on a request from AC Transit, CMA has also requested bids for 34th Avenue. The bids were received on June 3, 2005. SIMCO Construction, Inc. of Oakland was selected. SIMCO is progressing well with the construction. This work is needed for a preliminary start of service by July 2005.

Grand/MacArthur Corridor Transit Enhancements: CMA and AC Transit are the joint sponsors of the Regional Express Bus program that is funded by Regional Measure 2. A component of this project is the transit enhancements along Grand/MacArthur Corridor starting at 106th Avenue and ending at Maritime for the Bay Bridge access. This project includes a transit operations analysis and design and construction of various traffic signal modifications along this corridor. In addition to the RM 2 funds, the Air District recently approved a TFCA grant application that was jointly submitted by CMA and AC Transit that includes $205,000 for the installation of Transit Signal Priority components in the Corridor. The total budget for this phase of the Grand/MacArthur Corridor enhancement is $1,248,000. A Request for Proposals was released in April 2005 for consultant services to conduct a transit operations and traffic

engineering analysis for this corridor. A total of four proposals were received on May 19, 2005. Interviews were held on June 6, 2005. DKS Associates was selected to lead the analysis and design tasks. The construction is expected to start in 2006. However, equipment such as traffic signal controller assembly and cabinets will be procured by the end of calendar year 2005.

Route 84 HOV – Dumbarton Corridor - In October MTC allocated $2 million in RM 2 funds to the CMA for the design of HOV improvements on Route 84 in the Dumbarton Corridor. The CMA is coordinating development of this project with Caltrans.

I-680 Southbound HOV Lane Project – The CMA is partnering with Caltrans in the design of this project with a CMA design consultant developing plans for all structure modifications required in the corridor and Caltrans completing all civil design. Final design is being coordinated to incorporate the SMART Lane components. Construction is scheduled to begin in 2006 subject to the availability of funds in the STIP.

I-680 HOV Lane Project – Soundwall Construction – The contract is at about 77% of the allotted time and the project is approximately 81% complete. The project completion will be delayed to August 2005 due to a combination of weather delays and the addition of a new wall to the project scope. The project is one of the components of the overall I-680 Corridor Improvements. Work along the overall corridor includes excavation, grading, constructing shoring walls, constructing pile cap, constructing retaining walls, and installing masonry block. A detailed project status by wall group is available on the ACCMA web page as well as job site photos.

I-680 SMART Carpool Lane Project – Work has continued on the Project Study Report including civil engineering, additional travel demand modeling and economic forecasting for dynamic pricing. Caltrans approved the methodology and assumptions for the operations model. Two scenarios have been run and three more will be needed to complete the work. The project description and project background was submitted to Caltrans to be used in the environmental document. The RFP for public outreach was completed.

Dumbarton Corridor – Phase 1 of the EIR/EIS process, focusing on alternatives analysis is expected to be complete November-December 2005. Phase 2, which will analyze a limited number of rail alternative and bus alternatives, will be complete June 2006. The parties are developing funding agreements for the first phase among ACTIA, VTA and San Mateo and principles for governance and operation, which will include a CMA representative on the management and operating committee. MTC staff met with the planning directors in the corridor to discuss MTC's land use requirements for transit projects identified in Resolution 3434.

BART to Silicon Valley (Silicon Valley Rapid Transit Corridor-SVRTC) – The Final EIR was complete in 2002. The EIS and Supplemental EIR, which include modifications to the original project such as structural engineering options that provide cost saving options along the alignment, will begin this summer. The EIS and Supplemental EIR are expected to be complete in early 2007.

I-580 HOV Lane Project – The administrative draft traffic operations study is ongoing. The environmental team has been working with the design team to finalize the details of the "typical

roadway section" in order to complete the project description for the environmental document. Issues relating to drainage have been resolved and will be included in the environmental document. The administrative draft report is scheduled to be completed by mid-summer. The expenditure plan for Regional Measure 2 (RM2) included $65 million in funding for this project; ACTIA's Measure B reauthorization included $10 million in funding for auxiliary lane construction between Tassajara Road and Airway Boulevard. An RM2 Initial Project Report and allocation for $6 million was approved by MTC in late 2004. A request for proposals for preliminary engineering and design services was released in January, and a consultant team was selected in March; preliminary design work for Phase 1 is ongoing. The CMA is partnering with Caltrans in the preliminary engineering of the Phase 1 project, with Caltrans completing work for required design exceptions and providing design oversight, and a CMA design consultant completing preliminary engineering. For the ultimate project, Caltrans will perform preliminary engineering activities with CMA oversight. Upon approval of the eastbound-only environmental document, the CMA's design consultant will proceed with final design of the Phase 1 project.

I-580/I-680 Interchange Modifications – The CMA is partnering with Caltrans in the development of a Project Study Report (PSR) for the I-580/I-680 Interchange Modification Project. Caltrans will be the lead agency responsible for the preparation of the PSR, supplemented by a CMA consultant team as necessary to maintain an expedited delivery schedule. A request for proposals to provide consultant staff support to Caltrans will be issued later this year. The PSR will evaluate options for direct connector structures for two critical commute movements: 1) westbound I-580 HOV to southbound I-680 HOV; and 2) northbound I-680 HOV to eastbound I-580 HOV. The PSR will also be used in evaluating the ultimate improvements required for the I-580 corridor. This project is a portion of the RM2 Initial Project Report and allocation for $6 million that was approved by MTC in late 2004 for the I-580 Corridor.

Ardenwood Park & Ride Lot Project – This project acquires a site near the Route 84 / Ardenwood Boulevard Interchange in Fremont to expand an existing park-and-ride lot, which is operating at capacity. This expansion is expected to provide over 100 new parking stalls for commuters. This is a Regional Measure 2 (RM2) project, and an Initial Project Report and allocation was approved by MTC in late 2004. The CMA is co-sponsoring this project with AC Transit, and the CMA is taking the lead as the implementing agency. Staff is pursuing a Categorical Exemption as the environmental document for this project, and expects to complete the CE by mid-2005. Right of way acquisition will begin shortly after the environmental document is approved.

Tri-Valley Triangle Analysis – The Policy Advisory Committee met on June 3 and approved the network for the future base case and the operations model. The July 1 PAC meeting wass canceled. The TAC will meet July 14 to develop the alternative packages to be analyzed in the study. Their recommendations will be forwarded to the PAC for consideration on August 5th.

Berkeley/Oakland/San Leandro BRT – The alternatives to be analyzed in the EIS/EIR have been identified. Technical studies on traffic and ridership estimates have begun.

FAIR Lanes –The consultants are incorporating the comments from the Task Force into the final report including. The report, including findings and recommendations, will be presented to the CMA Board in July. This will conclude the activities of the study.

Transportation and Land Use Program – Following the CMA Board recommendation in May 2005, staff is preparing a scope and budget and potential fund sources for a Transit Oriented Development (TOD) consultant pool and a TOD project fund monitor.

Community Based Transportation Plan: West Oakland – A consultant was selected for the Community Based Transportation Plan in West Oakland. The project will be initiated for the West Oakland Plan in July 2005.

Guaranteed Ride Home Program – The 2005 Annual Program Evaluation, approved by the Board, is posted on the CMA website. The program was initiated in April 1998. One hundred and twenty six employers and 3,352 employees are registered in the program, and 954 rides have been taken, including 39 rental car rides in the countywide rental car program. The average cost per taxi trip is now $80.62 and the average trip length is 39.01 miles. The average trip distance for a rental car ride is 87.35 miles and the cost per rental car use is $55.00. Using the rental car saves $77.00 for each average 65-mile trip.

Dynamic Ridesharing – A kiosk has been installed at the Dublin/Pleasanton BART station, initial marketing was undertaken and comprehensive testing of the software is complete. Once the remaining logistics of taxi service (guaranteed ride home), overflow parking, and the Call Center transition from RIDES to PB are resolved, the program will begin a "soft launch" to a select group in summer 2005. Over 70 people have requested to register in the program, about 40 of whom qualify as living within the geographic area covered in the program.

Transportation Fund for Clean Air – Vehicle Incentive Program – The Vehicle Incentive Program (VIP) is a grant that helps project sponsors acquire low emission, light-duty alternative fuel vehicles. Generally, public agencies located within the Bay Area Air Quality Management Air District's (Air District) jurisdiction can apply for VIP funds. Eligible vehicles include new vehicles that the following eligibility criteria:

- The vehicle must have a gross vehicle weight of 10,000 pounds or less.
- The vehicle must be powered by natural gas, propane, hydrogen, electricity, or hybrid electric motors or engines (bi-fuel vehicles are not eligible.)
- The vehicle must be certified to the SULEV, PZEV, or ZEV emission standard by the California Air Resources Board.

Applications will be accepted beginning September 27, 2004. Incentives will be awarded on a first-come, first-served basis until the available funds are exhausted. Additional information on this grant is available at www.baaqmd.gov.

Countywide Travel Demand Model Update –The project is currently at draft existing network development stage. Draft existing networks are being sent out for review of the local jurisdictions

as they are completed by the consultant. So far, jurisdictions in Planning Area 1 and 2 have received the draft networks for review. Complete draft networks will be sent out by mid-July. Comments are due in one month. There has been a delay in getting the full draft network out for review due to delays in getting model network data from some of the jurisdictions and significant additional time required to refine the MTC regional model network to properly represent freeway interchange and ramp connections. TAZ development will commence once the draft networks are completed. For land use, ABAG has indicated that release of Projections 05 by Census Tracts is delayed by one month to end of July 05. Regarding data collection, we have not received all of the data requested from some of the jurisdictions yet. June 05 Model Task Force meeting was cancelled as we are in the process of collecting and working on the data.

STP/CMAQ –Project Delivery Seminar for Local Streets and Roads – Environmental Review Process – The Local Streets and Roads Committee has organized a seminar to discuss the project delivery process for local streets and roads projects, focusing on the new environmental review process. The seminar is anticipated to be the morning of July 25th at the MTC auditorium, tentatively scheduled from 8:30 am to noon. Staff will provide additional information when the time is finalized.

TFCA Program Manager Funds
At Risk Report-
June 2005

Project No.	Sponsor	Project Title	Balances	Required Activity	Date Due	Activity Completed/ Date	Notes
RED ZONE (Milestone within 3 months)							
99ALA01	ACCMA	Arterial Management- I-880 Smart Corridor	TFCA Award	Agree. Executed		9/20/99	FMR Due July 04
			$ 182,000.00	Proj. Start		Feb-00	FMR Recieived- Reviewing
			TFCA Expended	Final Reim.		3/21/02	
			$ 182,000.00	FMR	Jul-04		
				Exp Deadline Met	2/28/02	yes	
02ALA07	LAVTA	Automatic Vehicle Locators for LAVTA Fleet	TFCA Award	Agree. Executed		2/12/03	FMR Due Sep. 04
			$ 750,000.00	Proj. Start		Oct-03	FMR Received- Reviewing
			TFCA Expended	Final Reim.	12/31/05	1/13/05	
			$ 750,000.00	FMR	Sep-04		
				Exp Deadline Met	12/19/04	yes	
02ALA15	AC Transit	Bus Stop Signage/Information	TFCA Award	Agree. Executed		2/3/03	Expenditure Deadline Dec 04
			$ 164,457.00	Proj. Start		Jul-02	FMR Due Dec. 04
			TFCA Expended	Final Reim.	12/31/05		
			$ 95,654.09	FMR	Dec-04		
				Exp Deadline Met	12/19/04		
01ALA04	City of Oakland	City of Oakland Bicycle Route Signage	TFCA Award	Agree. Executed		1/28/04	Expenditure deadline Dec 04
			$ 102,546.00	Proj. Start		Jul-01	FMR Received
			TFCA Expended	Final Reim.	12/31/05		
			$ 11,247.85	FMR	May-05	Jun-05	
				Exp Deadline Met	12/31/04		
94ALA16	City of Livermore	East Avenue signal interconnect	TFCA Award	Agree. Executed		3/17/97	FMR Due Mar. 05,
			$ 46,441.00	Proj. Start		Jan-97	FMR Received- Reviewing
			TFCA Expended	Final Reim.		3/5/99	
			$ 46,441.00	FMR	Mar-05		
				Exp Deadline Met	2/13/97	yes	
95ALA09	City of Livermore	Arterial Traffic Management- East Avenue	TFCA Award	Agree. Executed		3/19/1997	FMR Due Mar. 05,
			$ 48,884.55	Proj. Start		Jan-97	FMR Received- Reviewing
			TFCA Expended	Final Reim.		3/5/99	
			$ 48,884.55	FMR	Mar-05		
				Exp Deadline Met	4/22/98	yes	
02ALA08	City of Livermore	Las Positas/Altamont Creek Multi-Use Trail	TFCA Award	Agree. Executed		4/3/03	Expenditure Deadline Dec 04
			$ 158,630.00	Proj. Start		May-02	FMR Due Mar. 05
			TFCA Expended	Final Reim.	12/31/05		
			$ 104,608.87	FMR	Mar-05		
				Exp Deadline Met	12/19/04		

Agree Executed- Date TFCA Agreement executed
Proj. Start- Date of project initiation
FMR- Date final monitoring report submitted
Exp. Deadline Met- Expenditure occured before deadline

TFCA Program Manager Funds
At Risk Report-
June 2005

Project No.	Sponsor	Project Title	Balances	Required Activity	Date Due	Activity Completed/ Date	Notes
01ALA07	City of Oakland	Eastlake Streetscape Enchance-ment Program	TFCA Award	Agree. Executed		4/23/02	FMR Due May 05
			$ 200,000.00	Proj. Start		Jul-01	FMR Received- Reviewing
			TFCA Expended	Final Reim.	12/31/04	Apr-04	
			$ 200,000.00	FMR	May-05		
				Exp Deadline Met	12/21/03	yes	
03ALA08	City of Oakland	CNG Refueling Station-Oakland	TFCA Award	Agree. Executed			Board approved extension request.
			$ 225,000.00	Proj. Start		Jul-03	Agreement Amendment sent 2/1/05.
			TFCA Expended	Final Reim.	12/31/06		Due to CMA by 5/1/05. Received
			$ -	FMR	Aug-06		amendment 6/7/05, still need
				Exp Deadline Met	6/30/06		original agreement
03ALA03	City of Emeryville	Class II Bicycle Lane- Doyle Street Greenway.	TFCA Award	Agree. Executed		7/9/04	FMR Due June 05
			$ 50,000.00	Proj. Start		Jul-04	Expenditures Deadline Nov 05
			TFCA Expended	Final Reim.	12/31/06		
			$ -	FMR	Jun-05		
				Exp Deadline Met	11/25/05		
03ALA04	City of Fremont	Class II Bicycle Lane- Fremont Blvd	TFCA Award	Agree. Executed		2/9/04	FMR Due Jun 05
			$ 100,250.00	Proj. Start		Feb-04	Expenditures Deadline Nov 05
			TFCA Expended	Final Reim.	12/31/06		
			$ -	FMR	Jun-05		
				Exp Deadline Met	11/25/05		
03ALA07	City of Fremont	CNG Refueling Station-Fremont	TFCA Award	Agree. Executed		2/9/04	FMR Due Jun 05
			$ 96,242.00	Proj. Start		Jul-03	Expenditures Deadline Nov 05
			TFCA Expended	Final Reim.	12/31/06		Project postponed due to
			$ 28,176.66	FMR	Jun-05		construction delays.
				Exp Deadline Met	11/25/05		
02ALA10	City of Oakland	Coliseum BART Bus Stop Reloca-tion	$ 192,000.00	Proj. Start		Jul-02	Expenditures Deadline Sep 05
			TFCA Expended	Final Reim.	12/31/06		FMR Due Jul 05
			$ 4,757.95	FMR	Jul-05		
				Exp Deadline Met	09/30/05		

Agree Executed- Date TFCA Agreement executed
Proj. Start- Date of project initiation
FMR- Date final monitoring report submitted
Exp. Deadline Met- Expenditure occured before deadline

TFCA Program Manager Funds
At Risk Report-
June 2005

Project No.	Sponsor	Project Title	Balances	Required Activity	Date Due	Activity Completed/ Date	Notes
YELLOW ZONE (Milestone within 4-6 Months)							
03ALA02	City of Berkeley	Berkeley BART: Attended Bikestation	TFCA Award	Agree. Executed		1/14/04	Expenditures Deadline Nov 05
			$ 86,136.00	Proj. Start		Sep-04	FMR Due Oct 05
			TFCA Expended	Final Reim.	12/31/06		
			$ -	FMR	Oct-05		
				Exp Deadline Met	11/25/05		
02ALA06	City of Hayward	Soto Rd. Bicycle Gap Closure	TFCA Award	Agree. Executed		1/22/03	Expenditures Deadline Dec 05
			$ 183,500.00	Proj. Start		Sep-03	FMR Due Nov 05
			TFCA Expended	Final Reim.	12/31/06		
			$ 79,262.75	FMR	Nov-05		
				Exp Deadline Met	12/31/05		
03ALA12	ACCMA	Transit Bus Priority Systems, International Blvd.	TFCA Award	Agree. Executed		5/14/04	Expenditures Deadline Nov 05
			$ 500,000.00	Proj. Start		Feb-04	FMR Due Aug 06
			TFCA Expended	Final Reim.	12/31/06		
			$ 97,757.90	FMR	Jun-06		
				Exp Deadline Met	11/25/05		
93ALA20	City of San Leandro	Local Arterial Management Program	TFCA Award	Agree. Executed		8/25/93	FMR Due Dec 05
			$ 44,044.00	Proj. Start		Jul-93	
			TFCA Expended	Final Reim.		95/96	
			$ 44,044.00	FMR	Dec-05		
				Exp Deadline Met	3/29/96	yes	
94ALA20	City of San Leandro	Local Arterial Traffic Management	TFCA Award	Agree. Executed		2/22/94	FMR Due Dec 05
			$ 50,898.00	Proj. Start		Jul-94	
			TFCA Expended	Final Reim.		7/1/97	
			$ 50,898.00	Final Mon.	Dec-05		
				Exp Deadline Met	2/13/97	yes	
95ALA04	City of Dublin	Upgrade Traffic Signal Coordination	TFCA Award	Agree. Executed		9/16/97	FMR Due Dec 05
			$ 22,011.00	Proj. Start		Sep-96	
			TFCA Expended	Final Reim.		11/19/98	
			$ 22,011.00	FMR	Dec-05		
				Exp Deadline Met	4/22/98	yes	
95ALA13	City of San Leandro	Arterial Traffic Management-	TFCA Award	Agree. Executed		6/17/96	FMR Due Dec 05
			$ 62,657.00	Proj. Start		Jul-95	
			TFCA Expended	Final Reim.		9/15/99	
			$ 62,657.00	FMR	Dec-05		
				Exp Deadline Met	4/22/98	yes	

Agree Executed- Date TFCA Agreement executed
Proj. Start- Date of project initiation
FMR- Date final monitoring report submitted
Exp. Deadline Met- Expenditure occured before deadline

TFCA Program Manager Funds
At Risk Report-
June 2005

Project No.	Sponsor	Project Title	Balances	Required Activity	Date Due	Activity Completed/ Date	Notes
96ALA11	City of San Leandro	Advanced Traffic Management System- Citywide	TFCA Award	Agree. Executed		5/17/99	FMR Due Dec 05
			$ 416,150.00	Proj. Start		Jul-96	
			TFCA Expended	Final Reim.		6/30/03	
			$ 416,150.00	FMR	Dec-05		
				Exp Deadline Met	11/26/02	yes	
00ALA12	BART	Fruitvale Attended bicycle Parking Facility	TFCA Award	Agree. Executed		10/3/02	FMR Due Dec 05
			$ 400,000.00	Proj. Start		Jul-00	Expenditures Deadline Dec 05
			TFCA Expended	Final Reim.	12/31/06		
			$ 269,032.00	FMR	Dec-05		
				Exp Deadline Met	12/31/05		
01ALA13	ACCMA	ACE Shuttle Service	TFCA Award	Agree. Executed		8/11/00	FMR Due Dec 05
			$ 740,000.00	Proj. Start		Oct-01	
			TFCA Expended	Final Reim.	12/31/04	Jan-02	
			$ 740,000.00	FMR	Dec-05		
				Exp Deadline Met	12/21/03	yes	

Agree Executed- Date TFCA Agreement executed
Proj. Start- Date of project initiation
FMR- Date final monitoring report submitted
Exp. Deadline Met- Expenditure occured before deadline

TFCA Program Manager Funds
At Risk Report-
June 2005

Project No.	Sponsor	Project Title	Balances	Required Activity	Date Due	Activity Completed/ Date	Notes
GREEN ZONE (Milestone beyond 6 months)							
04ALA02	City of Union City	Compressed Natural Gas Fueling Facility Improvements	TFCA Award	Agree. Executed	5/9/05	5/10/05	FMR Due June 06
			$ 50,000.00	Proj. Start	Jun-05		
			TFCA Expended	Final Reim.	12/31/07		
			$ -	FMR	Jun-06		
				Exp Deadline Met	4/13/07		
01ALA10	City of San Leandro	Arterial Management: Advanced Signal System	TFCA Award	Agree. Executed		3/18/02	FMR Due Jul 06
			$ 42,500.00	Proj. Start			
			TFCA Expended	Final Reim.	12/31/04	Aug-04	
			$ 42,500.00	FMR	Jul-06		
				Exp Deadline Met	12/21/03	yes	
03ALA13	ACCMA	Guaranteed Ride Home Program	TFCA Award	Agree. Executed	8/14/04	5/14/04	Expenditures not complete
			$ 231,200.00	Proj. Start	Sep-04	Jul-04	FMR Due Sep 06
			TFCA Expended	Final Reim.	12/31/06		
			$ 76,392.41	FMR	Sep-06		
				Exp Deadline Met	6/30/06		
03ALA14	City of Berkeley	City Carshare- Eastbay Expansion	TFCA Award	Agree. Executed	11/11/04	11/29/04	Expenditures not complete
			$ 125,996.00	Proj. Start	Feb-05	12/1/04	FMR Due Sep 06
			TFCA Expended	Final Reim.	12/31/06		
			$ 71,112.57	FMR	Sep-06		
				Exp Deadline Met	6/30/06		
03ALA15	LAVTA	ACE Shuttle to the Dublin/ Pleasanton BART Station (From Pleasanton ACE Station) for FY 04/05 and FY 05/06 Operations	TFCA Award	Agree. Executed	11/11/04	10/14/04	Expenditures not complete
			$ 83,934.00	Proj. Start	Jul-04	Jul-04	FMR Due Sep 06
			TFCA Expended	Final Reim.	12/31/06		
			$20,487.63	FMR	Sep-06		
				Exp Deadline Met	6/30/06		
96ALA10	City of Oakland	Arterial Traffic Signal Management- Citywide	TFCA Award	Agree. Executed		7/24/96	FMR Due date extended to
			$ 850,000.00	Proj. Start		Oct-98	Oct. 06
			TFCA Expended	Final Reim.		4/9/03	
			$ 850,000.00	FMR	Oct-06		
				Exp Deadline Met	12/31/02	yes	
04ALA01	City of Fremont	Signal Retiming: Auto Mall Pkwy., Paseo Padre Pkwy., Warm Springs Blvd., and Fremont Blvd.	TFCA Award	Agree. Executed	5/6/05		Expenditures not complete
			$ 123,000.00	Proj. Start	Jun-05		FMR Due Mar. 08
			TFCA Expended	Final Reim.			
			$ -	FMR	Mar-08		
				Exp Deadline Met	4/13/07		

Agree Executed- Date TFCA Agreement executed
Proj. Start- Date of project initiation
FMR- Date final monitoring report submitted
Exp. Deadline Met- Expenditure occured before deadline

TFCA Program Manager Funds
At Risk Report-
June 2005

Project No.	Sponsor	Project Title	Balances	Required Activity	Date Due	Activity Completed/ Date	Notes
Projects Done/Completed and Will Be Removed from the Monitoring Program							
97ALA33	City of Oakland	Class 2 Bicycle Lanes- 3rd St. Corridor (1.3mi.), Hegenberger (3.3mi), & Foothill Bancroft	TFCA Award	Agree. Executed		5/17/04	FMR Received
			$ 20,000.00	Proj. Start		Mar-99	Project Completed
			TFCA Expended	Final Reim.		5/28/04	
			$ 20,000.00	FMR	May-05	Jun-05	
				Exp Deadline Met	12/4/00	yes	
99ALA06	City of Oakland	Class II Bicycle Lane- 3rd St. (1.3mi.)	TFCA Award	Agree. Executed		10/31/01	FMR Received
			$ 34,618.00	Proj. Start		Nov-99	Project Completed
			TFCA Expended	Final Reim.		5/28/04	
			$ 34,618.00	FMR	May-05	Jun-05	
				Exp Deadline Met	11/17/01	yes	

Agree Executed- Date TFCA Agreement executed
Proj. Start- Date of project initiation
FMR- Date final monitoring report submitted
Exp. Deadline Met- Expenditure occured before deadline

04/05 Annual Report,

July 2005, Due August 31, 2005

Proj#	Sponsor	Project Title	Comments	AR in?
93ALA20	City of San Leandro	Local Arterial Traffic Management		
94ALA16	City of Livermore	East Avenue Signal Interconnect		
94ALA20	City of San Leandro	Local Arterial Traffic Management		
95ALA04	City of Dublin	Upgrade Traffic Signal Coordination		
95ALA09	City of Livermore	Arterial Traffic Management-East Avenue		
95ALA13	City of San Leandro	Arterial Traffic Management		
96ALA10	City of Oakland	Arterial Traffic Signal Management- Citywide		
96ALA11	City of San Leandro	Advanced Traffic Management System-Citywide		
99ALA01	ACCMA	Arterial Management - I-880 Smart Corridor		
00ALA12	BART	Fruitvale Attended Bicycle Parking Facility (236 spaces)		
01ALA04	City of Oakland	City of Oakland Bicycle Route Signage		
01ALA07	City of Oakland	EastLake Streetscape and Pedestrian Enhancement Program		
01ALA10	City of San Leandro	Arterial Management: Advanced Signal System		
01ALA13	ACCMA	ACE Shuttle Service-		
02ALA06	City of Hayward	Soto Rd. Bicycle Lane Gap Closure		
02ALA07	LAVTA	Automatic Vehicle Locators for LAVTA Fleet		
02ALA08	City of Livermore	Las Positas/Altamont Creek Multi-Use Trail		
02ALA10	City of Oakland	Coliseum BART Bus Stop Relocation		
02ALA15	AC Transit	Bus Stop Signage/Information		
03ALA02	City of Berkeley	Berkeley BART: Attended Bikestation		
03ALA03	City of Emeryville	Class 2 Bicycle Lane- Doyle Street Greenway		
03ALA04	City of Fremont	Class 2 Bicycle Lane- Fremont Blvd		
03ALA07	City of Fremont	CNG Refueling Station- Fremont		
03ALA08	City of Oakland	CNG Refueling Station- Oakland		
03ALA12	ACCMA	Tranist Bus Priority Sys. -International Blvd.		
03ALA13	ACCMA	Guaranteed Ride Home Program		
03ALA14	City of Berkeley	City Carshare- Eastbay Expansion		
03ALA15	LAVTA	Ace Shuttle Service- to Dublin/Pleasanton (for FY 04/05 and FY 05/06 Operations)		
04ALA01	City of Fremont	Signal Retiming: Auto Mall Pkwy., Paseo Padre Pkwy., Warm Springs Blvd., and Fremont Blvd.		
04ALA02	City of Union City	Compressed Natural Gas Fueling Facility Improvements		

This page intentionally left blank.

ADVANCE
Project Delivery Inc.

June 27, 2005

ACTAC Agenda Item 3.2
Mtg Date: July 5, 2005

Frank R. Furger, Deputy Director
Alameda County Congestion Management Agency
1333 Broadway Suite 220
Oakland, CA 94612

Subject: Quarterly Project Monitoring Report
Federally funded – Locally Sponsored Projects – Alameda County
Draft At Risk Report – June 2005

Dear Mr. Furger:

Enclosed is the Draft Federal At Risk Report dated June 2005. The Report is intended to identify activities required to comply with the project delivery requirements set forth in MTC's Resolution 3606 related to projects funded with STP and CMAQ funds. There are 13 locally sponsored federally funded projects segregated by "zone." Red zone projects are considered at a relatively high risk of non-compliance with the provisions of Resolution 3606. Yellow zone projects are considered at moderate risk, and green zone at low risk. The criteria for determining the project zone are listed on a separate page following the zone tables. The durations included in the criteria are intended to provide adequate time for project sponsors to perform the required activities to meet the deadline(s). A project may have multiple risk factors that indicate multiple zones. The risk zone associated with each risk factor is indicated in the tables. Projects with multiple risk factors are listed in the zone of higher risk. Attachment A provides details related to the deadlines associated with each of the Required Activities used to determine which zone of risk a project is assigned to. The deadline for submitting the environmental package one year in advance of the obligation deadline for right of way or construction capital funding is tracked and reported, but is not affiliated with any zone of risk.

The information presented in the report is based on the information made available to the project monitoring team. This information stems from the project sponsors as well as other funding agencies such as MTC and Caltrans Local Assistance.

If you have any questions regarding the enclosed report, please contact me at (510) 502-4357.

Sincerely,
ADVANCE PROJECT DELIVERY INC.

James P. O'Brien

Enc.

130 Bush Street, Floor 5 *San Francisco, CA 94104*
Tel (415) 296-7908 *Fax (415) 296-8343*

Red Zone Projects

Red Zone Criteria:
Please refer to the zone criteria page included in this report.

Index	TIP ID	Sponsor	Project Title	Fund Source	Program'd Amount ($ x 000)	Phase	FY	Required Activity (See Attachment A for definitions)	Date Req'd by	Zone[1]	Notes	Prev Zone
1	ALA030002	Ala. County	Vasco Road Safety Imps. Phase 1	STP	$ 3,900	ROW	04/05	Obligate Funds	6/30/05	R	Auth Req 3/23/05 Rec'd partial Oblig. of $2.125M 5/27/05	Y
2	ALA050020	Berkeley	Gilman Street Rehab	STP	$ 705	CON	06/07	Req Proj Field Rev Sub ENV package Sub Req for Auth	8/04/05 6/30/06 4/01/07	R NA G		Y G G
3	ALA050022	Fremont	Rehab on Various Sts	STP	$ 1,753	CON	05/06	Sub ENV package Req Project Field Rev Sub Req for Auth	6/30/05 8/04/05 4/01/06	NA R G		R Y G
4	ALA050025	Hayward	Hesperian Blvd Rehab	STP	$ 553	CON	05/06	Sub ENV package Req Project Field Rev Sub Req for Auth	6/30/05 8/04/05 4/01/06	NA R G		R Y G
5	ALA050024	Livermore	South Vasco Rd Rehab	STP	$ 300	CON	05/06	Sub ENV package Req Project Field Rev Sub Req for Auth	6/30/05 8/04/05 4/01/06	NA R G		R Y G
6	ALA050028	Oakland	Chinatown Ped Imps	CMAQ CMAQ CMAQ CMAQ	$ 267 $ 265 $ 1,017 $ 651	ENV CON CON CON	04/05 05/06 05/06 06/07	Encumber Funds Req Project Field Rev Sub ENV package Sub Req for Auth Sub Req for Auth Sub Req for Auth	6/30/06 8/04/05 6/30/05 4/01/06 4/01/06 4/01/07	G R NA G G G	$267k obligated 5/17/05	Y G R G G G
7	ALA050023	Oakland	Rehab on Various Sts	STP STP	$ 499 $ 1,074	CON CON	05/06 06/07	Sub ENV package Req Project Field Rev Sub Req for Auth Sub Req for Auth	6/30/05 8/04/05 4/01/06 4/01/07	NA R G G		R Y G G

Notes:

[1] Zone Indicator: R = Red; Y = Yellow; G = Green; NA = Not Applicable

Yellow Zone Projects

Yellow Zone Criteria:
Please refer to the zone criteria page included in this report.

There are no Yellow Zone projects this Report

Green Zone Projects

Green Zone Criteria:
Please refer to the zone criteria page included in this report.

Index	TIP ID	Sponsor	Project Title	Fund Source	Program'd Amount	Phase	FY	Required Activity (See Attachment A for definitions)	Date Req'd by	Zone[1]	Notes	Prev Zone
8	ALA010063	AC Transit	Aquire 416 Bus Catalyst Devices	CMAQ	$ 68	CON	04/05	Award into FTA Grant	6/30/06	G	$68k obligated 4/28/05	R
9	ALA050021	Ala. County	East Ave Rehab	STP STP	$ 27 $ 505	PSE CON	04/05 05/06	Encumber Funds Sub Req for Auth	6/30/06 4/01/06	G G	E-76 effective 2/28/05	G G
10	ALA030015	LAVTA	Acquire 25 Bus Catalyst Devices	CMAQ	$ 175	CON	04/05	Award into FTA Grant	6/30/06	G	$175k obligated 5/20/05 transfer letter sent to FTA	Y
11	ALA030017	LAVTA	Exp. Bus -Route 70 & Subscript. Routes	CMAQ	$ 89	CON	04/05	Award into FTA Grant	6/30/06	G	$89k obligated 4/28/05	Y
12	ALA050026	San Leandro	Washington Ave Rehab	STP STP	$ 30 $ 282	PSE CON	04/05 05/06	Encumber Funds Sub Req for Auth	6/30/06 4/01/06	G G	E-76 effective 2/24/05	G G
13	ALA990015	Union City	UC Intermodal Station	CMAQ	$ 1,124	CON	05/06	Sub Req for Auth	4/01/06	G	TLC $ –in process of transferring to FTA	G

Notes:

[1] Zone Indicator: R = Red; Y = Yellow; G = Green; NA = Not Applicable

Federal At Risk Report -Zone Criteria

Red Zone Criteria:

Request Project Field Review -project in TIP for more than two (2) months;
Submit Request for Authorization (PE-ENV) deadline within two (2) months;
Submit Request for Authorization (PE-PSE) deadline within two (2) months;
Submit Request for Authorization (ROW) deadline within four (4) months;
Submit Request for Authorization (CON) deadline within four (4) months;
Obligation/ FTA Transfer deadline within two (2) months;
Fund Encumbrance deadline within two (2) months;
Construction award deadline within six (6) months;
Fund Liquidation deadline within four (4) months; and/or
Project Closeout deadline within four (4) months.

Yellow Zone Criteria:

STIP/TIP amendment pending;
Request Project Field Review -project in TIP for less than two (2) months; (more than 2 months – red zone);
Submit Request for Authorization (PE-ENV) deadline within six (6) months; (within 2 months – red zone);
Submit Request for Authorization (PE-PSE)) deadline within six (6) months; (within 2 months – red zone);
Submit Request for Authorization (ROW) deadline within nine (9) months; (within 4 months – red zone);
Submit Request for Authorization (CON) deadline within nine (9) months; (within 4 months – red zone);
Obligation/ FTA Transfer deadline within four months; (within two months-red zone);
Fund Encumbrance deadline within four months; (within two months-red zone);
Construction award deadline within nine (9) months, (within 6 months – red zone);
Fund Liquidation deadline within nine (9) months; (within 4 months – red zone); and/or
Project Closeout deadline within nine (9) months; (within 4 months – red zone).

Green Zone Criteria:

All conditions other than Red or Yellow Zone.

Attachment A

Definitions of Required Activities

Index	Required Activity	Definition	Deadline
1	Req Proj Field Rev	Per MTC Resolution 3606, "Implementing agencies are required to request a field review within six months from MTC's approval of the project in the TIP."	6 months from adoption into the TIP.
2	Sub ENV package	Per MTC Resolution 3606, "Implementing agencies are required to submit a complete environmental package to Caltrans for all projects (except those determined *Programmatic Categorical Exemption* as determined by Caltrans at the field review), twelve months prior to the obligation deadline for right of way or construction funds." (This requirement does not apply to FTA transfers or planning activities).	12 months prior to the obligation deadline for RW or Con funds.
3	Sub Req for Auth	Per MTC Resolution 3606, "Implementing agencies are required to submit the complete request for obligation or FTA transfer to Caltrans Local Assistance by April 1 of the fiscal year programmed in the TIP, and receive an obligation/FTA transfer of the funds by June 30th of the fiscal year programmed in the TIP."	April 1 of FY in which funds are programmed in the TIP.
4	Obligate Funds	Per MTC Resolution 3606, "Funds must be obligated by June 30th of the fiscal year in which they are programmed in the TIP. Funds not obligated (or transferred to FTA) by June 30 of the fiscal year programmed in the TIP will be returned to MTC for reprogramming." **(No extensions will be granted to the obligation deadline).**	June 30 of FY in which funds are programmed in the TIP.
5	Encumber Funds/ Award into FTA Grant	Per MTC Resolution 3606, "Funds must be encumbered within one state fiscal year following the fiscal year in which the funds were obligated (encumbrance is approval of a funding agreement with the state). This requirement does not apply to FTA transfers. For FTA projects, funds must be approved/awarded in a FTA Grant within one state fiscal year following the fiscal year in which the funds were transferred to FTA."	End (June 30) of State FY following FY of obligation.
6	Award Contract	Per MTC Resolution 3606, "Construction/Equipment Purchase contract must be awarded within one state fiscal year following the fiscal year in which the construction funds were obligated (this requirement does not apply to FTA transfers)."	End (June 30) of State FY following FY of obligation.
7	Liquidate Funds	Per MTC Resolution 3606, "Funds must be liquidated (expended, invoiced and reimbursed) within four state fiscal years following the fiscal year in which the funds were obligated (this requirement does not apply to FTA transfers)."	End (June 30) of fourth State FY following FY of obligation.
8	Project Close-out	Per MTC Resolution 3606, "Project must be accepted and closed out within one year of the last expenditure, or within five state fiscal years following the fiscal year in which the funds were obligated, whichever occurs first (this requirement does not apply to FTA transfers)."	One year after date of last expenditure; or end (June 30) of fifth State FY following FY of obligation, whichever occurs first.

This page intentionally left blank.

ALAMEDA COUNTY
CONGESTION MANAGEMENT AGENCY

1333 BROADWAY, SUITE 220 • OAKLAND, CA 94612 • PHONE: (510) 836-2560 • FAX: (510) 836-2185
E-MAIL: mail@accma.ca.gov • WEB SITE: accma.ca.gov

July 2, 2005
Agenda Item 3.3

MEMORANDUM

Date: June 28, 2005

To: ACTAC

From: Saravana Suthanthira, Associate Transportation Planner

Subject: Draft 2005 Congestion Management Program

Action Requested
It is recommended that the CMA Board approve the attached draft 2005 Congestion Management Program for distribution. All of the chapters with substantive changes except Chapter 7 Capital Improvement Program were presented to the Committee before and recommendations have been incorporated. List of projects in Chapter 7 were reviewed by ACTAC in June. Chapter 7 is being presented pending the release of 2006 STIP fund estimate.

Next Steps
The draft 2005 CMP document will be presented to Plans and Programs Committee and the CMA Board this month. Chapter 7 Capital Improvement Program will be presented pending the release of 2006 STIP fund estimate. Upon approval of the draft document by the CMA Board, it will be submitted to MTC by July 31, 2005.

Discussion
The CMP is required to be updated every two years in odd-numbered years. The 2005 CMP update began in January of this year. Based on the recommendations of ACTAC, Plans and Programs Committee and the CMA Board, changes were made to Chapters 2, 3 and 8 thru 10. List of projects in Chapter 7 Capital Improvement Program was presented to ACTAC in June. No other substantive changes were made to the draft CMP document.

ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY

DRAFT

CONGESTION MANAGEMENT PROGRAM

2005

Alameda County Congestion Management Agency

BOARD OF DIRECTORS

County of Alameda
Nate Miley, Supervisor
Vice Chairperson
Scott Haggerty, Supervisor

City of Albany
Allen Maris, Councilmember

City of Dublin
Janet Lockhart, Mayor

City of Fremont
Robert Wasserman, Mayor

City of Livermore
Marshall Kamena, Mayor

City of Oakland
Chairperson
Larry Reid, Councilmember

City of Pleasanton
Jennifer Hosterman, Mayor

City of Union City
Mark Green, Mayor

Bart
Thomas Blalock, Director

City of Alameda
Beverly Johnson, Mayor

City of Berkeley
Kriss Worthington, Councilmember

City of Emeryville
Nora Davis, Councilmember

City of Hayward
Roberta Cooper, Mayor

City of Newark
Paul H.B. Tong, Councilmember

City of Piedmont
Jeff Wieler, Councilmember

City of San Leandro
Shelia Young, Mayor

AC Transit
Dolores Jaquez, Director

Executive Director
Dennis R. Fay

Table of Contents

(Pagination to be updated)

EXECUTIVE SUMMARY vii

1 — CONGESTION MANAGEMENT AGENCY

Composition of the CMA 1
Voting 2
Functions and Responsibilities 2

2 — DESIGNATED ROADWAY SYSTEM

Relationship to *Regional Transportation Plan* 5
Designated CMP System 6
The CMP System 7

3 — LEVEL-OF-SERVICE STANDARDS

Level-of-Service Standards 22
Traffic Monitoring Program 24
Comparison with Previous Results 28
Compliance and Conformance 29
Local Government Responsibilities 29

4 — PERFORMANCE ELEMENT

Relationship to Alameda *Countywide Transportation Plan* 35
Performance Measures 37
Transit Service Performance Measures 41
Local Government and Transit Agency Responsibilities 43
Compliance and Conformance 44

5 — TRAVEL-DEMAND MANAGEMENT ELEMENT

Continuing Development 45
Alternative Transportation Methods 46
Making Travel-Demand Management Integral to Congestion Management 46
A Balanced Travel-Demand Management Program 47
Alameda County Travel-Demand Management Program 47
Funding of Trip-Reduction Programs 53
Parking Cash-Out Demonstration Programs 53
Congestion Pricing Strategies 56
Compliance/Conformance 56
Local Government Responsibilities 58

6 — LAND-USE ANALYSIS PROGRAM

What's Included in the Land-Use Analysis 59
Land Development Projects Subject to Review 60
Development Review Process 62
Responsibility for Modeling 65
Areawide Traffic Impact Mitigation Fees 65
Jobs/Housing Balance 65
Transit-Oriented Development in Alameda County 67
Regional Agencies Smart Growth Strategy 67
Relationship to California Environmental Quality Act 68
Relationship to Transit 69
Compliance and Conformance 71
Local Government Responsibilities 72

7 — CAPITAL IMPROVEMENT PROGRAM

Relationship to the Transportation Efficiency Act of 1997 73
Relationship to the *Regional Transportation Plan* 73
Principles for Investment of Surface Transportation Program /Congestion Mitigation and Air Quality Funds 74
Programming Structure for Surface Transportation Program and Congestion Mitigation and Air Quality Funds 75

Senate Bill 45 and Project Delivery 78
A Diversified Strategy 81
Components of the Capital Improvement Program 82
Funding of the Capital Improvement Program 83
Capital Improvement Program 83
Updating the Capital Improvement Program 84

8 — CONFORMANCE, MONITORING AND DEFICIENCY PLANS

Conformance 96
Monitoring 96
Deficiency Plans 98

9 — DATABASE AND TRAVEL MODEL

Database Development 105
Model Development 105
Planning Areas 106
Traffic Analysis Zone System 107
Model Results 108
Subarea Models 108
2004 Model Update 108

10 — CONCLUSIONS AND IMPLEMENTATION ISSUES

Implementation Issues 112

TABLES

1 —Alameda County Congestion Management Agency Voting Structure 4
2 — Schedule for CMP-Designated System 8
3 — CMP-Designated System, Route List 8
4 — Approach to Levels of Service 23
5 — Relationship between Average Travel Speed and Level of Service 26
6 — Level of Service "F" Freeway Segments for Alameda County CMP-Designated Roadway System 30
7 — Level of Service "F" Arterial Segments for Alameda County CMP-Designated Roadway System 32
8 — Level-of-Service Trends on the CMP-Designated System (P.M. Peak Period) 33
9 — Performance Measures 38

10 — Performance Measures for Frequency of Transit Service 42

11 — Alameda County Travel-Demand Management Program 49
12 — Financial Incentive Participant Summary 57
13 — Financial Incentive Program Savings and Costs 57
14 — Land-Use Analysis Program Tier I Requirements 64
15 — Projects Recommended for Funding in the 2004 State Transportation Improvement Program and the 2003 CMA Transportation Improvement Program 86
16 — 2003 Capital Improvement Program 88
17 — Project Study Report Priority List 94
18 — Monitoring and Conformance 97
19 — Roadway Segments Year of Deficiency Plan 99
20 — Summary of MTC's Regional Consistency Requirements for CMPs 111
21 — Implementation Schedule 116
22 — Transportation Control Measures in the State Implementation Plan 139
23 — Transportation Control Measures in the 2000 Clean Air Plan 141

FIGURES

1 — Designated Countywide System Map 14
2 — Designated System Map for Alameda, Albany, Berkeley, Emeryville, Oakland and Piedmont 15
3 — Designated System Map for Castro Valley, Hayward, San Leandro and San Lorenzo 16
4 — Designated System Map for Fremont, Newark and Union City 17
5 — Designated System Map for Dublin, Livermore and Pleasanton 18
6 —Metropolitan Transportation System, Transit Corridors of Alameda County 19
7 — Metropolitan Transportation System, Transit Corridors of Northern Alameda County Detail 20
8 — Level-of Service "F" Roadway Segments 34
9 — How Performance Measures are used in the CMP 36
10 — Travel-Demand Management Strategy for Congestion Management 51
11 — Review Process for Assessing the Impacts of Local Land Development Decisions on the Transportation System 63
12 — CMA Process for Selecting Projects for State and Federal Funding 85
13 — Multi-jurisdictional Deficiency Plan Appeal Process 102

APPENDICES

A — Congestion Management Program Legislation 117
B — CMA Committees, Appeal Process and Administration 131
C — Levels-of-Service 133
D — Travel-Demand Management Checklist 135
E — Federal and State Transportation Control Measures 143
F — Project Delivery and Timely Use of Funds Policy 147
G — Technical and Policy Guidelines 149
H— Glossary of Terms 163

Executive Summary

California law requires urban areas to develop and update a "congestion management program" or CMP—that is, a plan that describes the strategies that will be used to address congestion problems. In Alameda County, the CMP is the responsibility of the Alameda County Congestion Management Agency (CMA), who must work cooperatively with the Metropolitan Transportation Commission (MTC), transit agencies, local governments, the California Department of Transportation (Caltrans) and the Bay Area Air Quality Management District (BAAQMD).

The succeeding chapters of the Congestion Management Program (CMP) for Alameda County describe the statutory requirements; Appendix A contains the full text of the pertinent sections of state law.

The CMP law places considerable authority with the congestion management agencies. The agencies are required to oversee how local governments meet the requirements of the CMP, for example. The legislation also forges a new relationship between local government and Caltrans by requiring new highway projects in urban areas to be included in a CMP if they are going to be part of the State Transportation Improvement Program. This means that funding of highway projects is now, in part, controlled by local government in the form of the congestion management agencies. With this authority comes the responsibility to recognize federal and state funding limitations and to work with Caltrans and MTC to formulate cost-effective projects.

The Alameda County CMP is designed to meet the challenges of the law. Furthermore, the CMA has developed working relationships with all levels of government as well as the private sector. The CMA is prepared to demonstrate that local governmental agencies, working together, can solve regional problems.

THE TRANSPORTATION SYSTEM

The CMA must identify what is included in the system that is being monitored and improved (Chapter 2). For the purposes of the CMP, two different systems are used: the designated CMP (roadway) network, and the broader "Metropolitan Transportation System," a regionally designated system created by MTC that includes both freeways and transit. The CMP network is a subset of the MTS. For purposes of the CMP, the former is used to monitor performance in relation to established level-of-service standards. The latter is used in the CMA's land-use analysis program.

The CMP network includes state highways and principal arterials that meet all minimum criteria (carry 30,000 vehicles per day; have four or more lanes; is a major cross-town connector; connects at both ends to another CMP route or major activity center). The result is a system of roadways that carries at least 70 percent of the vehicle miles traveled countywide. The CMP network contains 232~~0~~ miles of roadways. Of this total, ~~115~~ 134 miles (58~~0~~ percent) are interstate freeways, 71~~89~~ miles (39~~1~~ percent) are state highways (conventional highways), and 2~~7~~6 miles (11 percent) are city/county arterials.

The Metropolitan Transportation System includes the entire CMP-designated roadway network together with major arterials, transit services, rail, maritime ports, airports and transfer hubs that are critical to the region's movement of people and freight.

In order to be found in conformance with the CMP, local jurisdictions must by June 30, 2008~~3~~4, submit a list of potential CMP-designated routes based on spring 2008~~3~~4 24-hour counts.

LEVEL-OF-SERVICE STANDARDS

To provide a method for measuring congestion, the CMA uses "level-of-service" standards as defined in the Highway Capacity Manual nationally accepted guidelines published by the Transportation Research Board (Chapter 3). Level-of-service definitions describe traffic conditions in terms of speed and travel time, volume and capacity, freedom to maneuver, traffic interruptions, comfort and convenience, and safety. Level of service is represented by letter designations, ranging from LOS A to LOS F, with level-of-service A representing the best operating conditions and level-of-service F the worst.

The purpose of these standards is to provide a quantitative tool to analyze the effects of land-use changes, and to monitor one system performance measure (i.e., congestion). The CMA is required to determine how well local governments meet the standards in the CMP, including how well they meet level-of-service standards.

The level of service standards required by the CMP is "LOS E". All CMP routes are required to maintain this standard except for those areas designated~~s~~ as "infill opportunity zones".

The CMA conducts a level-of-service monitoring study every two years. The next study will be~~as~~ done in spring 2006~~2~~. The agency also has completed a program of studies on nine high-priority corridors.

Overall traffic conditions for long-distance trips on the CMP freeway network have generally remained stable since 1991, the first year of the CMP, except for few areas (I-580 in the tri-valley area and I-680 NB)~~.~~. Since the inception of the CMP, an overall trend or change can be interpreted from comparisons with the 1991 level-of-service data. The average traffic conditions (i.e., higher speeds) on these longer distance freeway trips over 1991 conditions have slightly improved on few freeways (I-80, I-680 SB and SR 24). However, there are still congested points found along most of the routes. System capacity and operational enhancements account for improvements on some facilities. Speeds on the arterials deteriorated between 1991 and 2004~~3~~.

At present, the CMA is monitoring the CMP roadway system by contracting biennially with a consultant to collect speed data while analyzing the data and preparing the results in house. ~~monitor all segments of the CMP roadway system.~~ If a local government or Caltrans assumes responsibility for monitoring roadways included in the portion of the CMP system under its jurisdiction, it will be required to do the following:

- Biennially monitor the level of service on the designated system and report to the CMA by June 15 of each year relative to conformance with the adopted standards.

PERFORMANCE ELEMENT

The CMA has developed performance measures to evaluate how highways and roads function, as well as the frequency, routing and coordination of transit services. The performance measures are intended to support mobility, air quality, land-use, and economic objectives and be used in the various facets of the CMP (Chapter 4). Combined with roadway level-of-service standards, the performance element provides a basis for evaluating whether the transportation system is achieving the broad mobility goals in the CMP. These include development of the Capital Improvement Program, analysis of land-use impacts and the preparation of deficiency plans to address problems. For the 2005~~3~~ CMP, implementation of the performance element will help the CMA prioritize projects for funding and development of management and operations strategies.

The following table lists the performance measures used in the CMP, along with the goals they help evaluate.

Performance Measure	Long-Term Goal
• Average highway speeds	• Improve mobility, air quality
• Travel time on transit, highways and high-occupancy vehicle lanes	• Improve mobility • Increase transit use • Improve air quality
• Duration of traffic congestion	• Enhance economic vitality • (Expedite freight movement)
• Roadway maintenance	• Ensure serviceable operation of existing facilities
• Roadway accidents on freeways	• Improve mobility • Ensure serviceable operation of existing facilities
• Completion of countywide bike plan	• Improve mobility, air quality
• Transit routing	• Improve transit access • Increase transit use
• Transit frequency	• Improve transit access • Increase transit use
• Coordination of transit service	• Improve transit access • Increase transit use
• Transit ridership	• Increase transit use
• Transit vehicle maintenance	• Ensure serviceable operation of existing facilities

Using these measures, the CMA prepares an annual transportation performance report for review by local agencies and transit operators prior to publication. To minimize cost, the CMA relies on established data collection processes and regularly published reports for data.

A list of established data collection efforts, by agency, follows:

Cities and County

- Pavement Management System (PMS) data for the Metropolitan Transportation System (except Albany and Oakland)
- Countywide Bicycle Plan (Cities and County Public Works Department and CMA)

Transit Agencies

- Service Schedules, On-Time Performance
- Transit Ridership Routing (percentage of major centers served within 1/4-mile of a transit stop)
- Frequency (number of lines operating at each frequency level)
- Service Coordination (number of transfer centers)
- Average Time Between Off-Loads (BART)
- Miles Between Mechanical Road Calls (AC Transit, LAVTA and Union City Transit) Mean Time Between Service Delays (BART and ACE)

MTC

- Roadway Maintenance Needs

Caltrans

- Freeway Speed Runs, Duration of Freeway Congestion
- Accident Rates on State Freeways

CMA

- Roadway Speeds on CMP roads, except freeways
- Travel Times for Origin-Destination pairs

Local agencies are encouraged to provide these data to MTC or to maintain their own database of maintenance needs on the Metropolitan Transportation System. However, there are no compliance requirements for local agencies or transit operators related to the Performance Element.

TRAVEL-DEMAND MANAGEMENT ELEMENT

While much of the CMP focuses on measurement and evaluation, an important part is the recommended use of "travel-demand management" strategies (Chapter 5). These are designed to reduce the need for new highway facilities over the long term and to make the most efficient use of existing facilities. The travel-demand element also incorporates strategies to integrate air quality planning requirements with transportation planning and programming.

A balanced program requires actions that would be undertaken by local jurisdictions, the CMA, MTC, BAAQMD, Caltrans and local transit agencies. As required by state law, it promotes alternative transportation methods (carpools,

vanpools, transit, bicycles, park and ride lots, etc.), promotes improvements in the jobs-housing balance and SMART Growth, promotes other strategies such as flextime and telecommuting, and considers parking cash-out programs (paying employees who do not use parking).

The travel-demand management program includes four elements:

- The **Required Program** requires that local jurisdictions adopt and implement guidelines for site design that enhance transit, pedestrian and bicycle access.
- The **Countywide Program** includes actions by the CMA to support the efforts of local jurisdictions. Financial incentives such as the parking cash-out program, the Guaranteed Ride Home program, and support of telecommuting have been undertaken by the CMA.
- The **Regional Program** includes actions by MTC, BAAQMD and Caltrans to meet areawide needs. The regional program focuses primarily on financial support for those activities that ensure coordinated transit, HOV utilization, development and/or maintenance of park and ride lots, implementation of ramp metering and arterial, compliance with the American with Disabilities Act, and bicycle and pedestrian improvements.
- In recognition that the private sector also has a role in travel-demand management, elements of the **Comprehensive Program** include those actions that employers may take on a voluntary basis to promote and encourage alternative modes of travel.

Funding generally comes from the Transportation Fund for Clean Air (from fees on motor vehicle registration) and from the federal Surface Transportation Program and Congestion Mitigation and Air Quality Program. Taken together, the program represents a fiscally realistic program that would effectively complement the CMA's overall Congestion Management Program.

In order to be found in conformance with this element of the CMP, local jurisdictions must adopt and implement the Required Program by September 1 of each year.

LAND-USE ANALYSIS PROGRAM

The CMP includes a program to analyze the impacts of land-use decisions made by local jurisdictions on regional transportation systems (Chapter 6). The program estimates the costs associated with mitigating those impacts, as well as providing credits for local public and private contributions to improving regional transportation systems.

Although land use remains the purview of local governments, the CMA can apply sanctions if local agencies do not comply with the requirements of the law.

The intent of the land-use analysis program is to:

- better tie together local land-use and regional transportation facility decisions;
- better assess the impacts of development in one community on another community; and
- promote information sharing between local governments when the decisions made by one jurisdiction will have an impact on another.

The land-use analysis program in Alameda County is a process designed to improve upon decisions about land-use developments and the investment of public funds on transportation infrastructure in Alameda County. To work best, the CMA is involved at the very early stages of the land development process.

The CMA acts as a resource to local governments in analyzing the impacts of proposed land-use changes on regional transportation systems. This includes making travel-demand models available to be used to forecast the impact of proposed general plan amendments and other large-scale developments if the local jurisdiction publishes a Notice of Preparation for an environmental impact report. CMA staff could also be involved in discussing impact assessment approaches and impacts on the Metropolitan Transportation System.

The purpose of the CMA review is to assure that regional impacts are assessed, that appropriate mitigations are identified, and that an overall program of mitigations can be implemented. For purposes of the land-use program, the Metropolitan Transportation System is used to assess transportation impacts of land-use development.

Local jurisdictions will have the following responsibilities regarding the analysis of transportation impacts of land-use decisions:

- Responsible for modeling, using the most recent CMA-certified travel-demand model, all general plan amendments and large-scale projects requiring an EIR consistent with general plans that meet the 100 p.m. peak-hour threshold. The results of the model shall be analyzed for impacts on the Metropolitan Transportation System and shall be incorporated in the environmental document.
- Forward to the CMA all notices of preparation, draft environmental impact reports/statements, final environmental impact reports/statements, and final disposition of the general plan amendment/development requests.
- Work with the CMA on the mitigation of development impacts on the metropolitan transportation system.
- Biennially provide an update (prepared by the jurisdiction's planning department) of the estimated land uses likely to occur by utilizing ABAG's most recent forecast for a near-term and far-term horizon year. This land-use information will be provided in a format that is compatible with the countywide travel model.

The CMA has embarked on the development of "SMART Growth Transit Oriented Development" strategies to better integrate transportation and land use. The effort, funded by MTC has even undertaken in collaboration with staff from local planning departments, transit operators, MTC, ABAG and Caltrans. Upon completion, the results will be amended into the CMP.

In addition, each local jurisdiction must demonstrate to the CMA that the land-use program is being carried out by September 1 of each year as part of the annual conformity process.

CAPITAL IMPROVEMENT PROGRAM

The five-year Capital Improvement Program reflects the CMA's effort to maintain or improve the performance of the multimodal transportation system for the movement of people and goods and to mitigate regional transportation impacts identified through the land-use analysis program (Chapter 7).

Per federal requirements, it considers methods to improve operation of the existing system, such as traffic operations systems, arterial signal timing, parking management, transit transfer coordination, and transit marketing programs. Projects selected for the Capital Improvement Program also are consistent with the assumptions, goals, policies, actions and projects identified in the *Regional Transportation Plan,* MTC's basic statement of Bay Area transportation policy.

The 2005~~3~~ Alameda County Capital Improvement Program covers fiscal year 2005~~3~~-0~~6~~4 to 2009~~7~~-10~~08~~ and is comprised of:

- Major capital projects and transit rehabilitation projects programmed in the 2000~~6~~ State Transportation Improvement Plan and ~~the last three years of~~ the reauthorization of the federal Transportation Equity Act for the 21st Century.
- Other major highway, transit and local projects intended to maintain or improve the performance of the CMP network.

The Capital Improvement Program also includes a list of projects needing a project study report. These reports are intended to identify project cost and scope, and are a requirement for a project before it can be included in the State Transportation Improvement Program.

The projects in the Capital Improvement Program are linked to the vision and projects presented in the 200~~4~~1 *Countywide Transportation Plan*. The Capital Improvement Program projects are taken from the 25-year plan either as a specific capital project or from funding set aside to cover categories of projects, including maintenance and rehabilitation of local streets and roads, transit capital replacement, bicycle and pedestrian improvements, and operational improvements.

For the complete list of projects, please see the complete Capital Improvement Program in the CMP.

In order to be found in conformance with the CMP, local jurisdictions and project sponsors must, by February 1 of each odd-numbered year, submit to the CMA a list of projects intended to maintain or improve the level of service on the designated system to meet transit performance standards.

MONITORING, CONFORMANCE AND DEFICIENCY PLANS

The CMA is responsible for annually monitoring the implementation of four elements of the CMP: level-of-service standards, the trip-reduction program, the land-use analysis program and whether the jurisdictions have submitted membership dues. Maintenance of level-of-service standards, adoption of travel-demand requirements, implementation of land-use analysis programs, and implementation of transportation-demand management measures are usually the responsibilities of local

governments, but the CMA ensures that they are in "conformance," or meeting the requirements of the CMP. To meet the requirements of the CMP, the following must occur.

Local jurisdictions have two travel-demand management requirements: adoption and implementation of site-design guidelines that enhance transit/pedestrian/bicycle access; and implementation of capital improvements that contribute to congestion management and emissions reduction.
The CMA is required to develop a program, for implementation by local agencies that will analyze the impacts and determine mitigation costs of land-use decisions on the regional system (Chapter 8). Local jurisdictions remain responsible for approving, disallowing, or altering projects and land-use decisions. The program must be able to determine land-development impacts on the Metropolitan Transportation System and formulate appropriate mitigation measures commensurate with the magnitude of the expected impacts.

The CMA is required to prepare and biennially update a Capital Improvement Program aimed at maintaining or improving transportation service levels. Each city, the county, transit operators and Caltrans will provide input to these biennial updates.

If level-of-service standards are not met, a deficiency plan must be developed that can be implemented to achieve the adopted level-of-service standards at the deficient segment or intersection, or to improve the level of service of the system and contribute to significant air quality improvements.

To determine conformance, CMA compares the monitoring information provided by local governments to the requirements of the adopted CMP. If a local jurisdiction is found to be in non-conformance, upon notification from the CMA, the local jurisdiction has 90 days to remedy the area(s) of non-conformance. Failure to address problems could adversely affect the jurisdiction's eligibility for future funds.

Responsibilities

Local governments are responsible for preparing and adopting deficiency plans—proposed methods for bringing areas that do not meet level-of-service standards up to par. However, they will need to consult with the CMA, Caltrans, local transit providers, and BAAQMD as they prepare their deficiency plans. Local public-interest groups and members of the private sector may also have an interest in the development of deficiency plans.

During the process of developing the plan, the local agency will need to consider whether it is possible to make physical improvements to the deficient segment. It may not be possible to do so for a number of reasons, including cost, availability of real estate, public opposition and air quality plan conflicts.

However, in developing the deficiency plan, both local and system alternatives must be considered and described. Local governments and the CMA should consider the impact of the proposed deficiency plan on the CMP system. An action plan to implement the chosen alternative must also be provided. The selection of either alternative is subject to approval by the CMA, which must find the action plan in the

interest of the public's health, safety and welfare.

DATABASE AND TRAVEL MODEL

The CMA has developed a uniform land-use database for use in a countywide travel model (Chapter 9). The purpose of the database and travel model requirement is to bring to the congestion management decision-making process a uniform technical basis for analysis. This includes consideration of the benefits of transit service and transportation-demand management programs, as well as projects that improve congestion on the CMP-designated system. The modeling requirement is also intended to assist local agencies in assessing the impacts of new development on the transportation system.

The database developed for use with the countywide travel model is based on data summarized in the *Projections '2002* report prepared by the Association of Bay Area Governments (ABAG). Projections of socioeconomic variables were made for the traffic analysis zones defined for Alameda County. By aggregating the projections made for each zone, the CMA can produce projections of socioeconomic characteristics for unincorporated areas of the county, the 14 cities and for the four planning areas for Alameda County. The four planning areas are as follows:

- Planning Area 1 consists of the cities of Albany, Berkeley, Emeryville, Oakland, Alameda and Piedmont;
- Planning Area 2 consists of San Leandro, Hayward, and the unincorporated areas of Castro Valley, Ashland and San Lorenzo;
- Planning Area 3 consists of Union City, Newark and Fremont; and
- Planning Area 4 consists of Pleasanton, Dublin, Livermore and the unincorporated areas of east County.

The 2000 census prompts an update to the travel demand model. The CMA concluded that it would be beneficial to employ the same model as MTC in order to insure consistency with the regional model and conserve resources. ~~The~~ Accordingly, the CMA model update, which is currently underway, is based on MTC's regional model. The update is scheduled to be completed in summer 2006. ~~is expected to occur in 2004 upon completion of the update of the regional travel demand model.~~ The current model will be maintained until the ~~results of the~~the new model becomes available. ~~2000 census are available.~~

CONCLUSIONS AND IMPLEMENTATION ISSUES

The Congestion Management Program (CMP) has several interrelated elements intended to foster better coordination among decisions about land development, transportation and air quality. Several conclusions can be reached about the CMP relative to the requirements of law and its purpose and intent (Chapter 10). Specifically, the CMP:

1. Contributes to maintaining or improving transportation service levels.
2. Conforms to MTC's criteria for consistency with the Regional Transportation Plan.
3. Provides a travel model whose specifications and output are consistent with MTC's regional model.

4. Is consistent with MTC's Transportation Control Measures Plan.
5. Specifies a method for estimating roadway level of service which is consistent with state law.
6. Identifies candidate projects for the State Regional Transportation Improvement Program and federal *Transportation Improvement Program.*
7. Has been developed in cooperation with the cities, the County of Alameda, transit operators, the BAAQMD, MTC, adjacent counties, Caltrans and other interested parties.
8. Provides a forward-looking approach to dealing with the transportation impacts of local land-use decisions.

During the development and update of the CMP for Alameda County, several issues have been uncovered which will need further action by the CMA.

1. Funding to support the CMP, including adequate capital resources and CMA/local government funding
2. Ability of the CMA to influence transportation investment when most transportation funding programs are beyond the purview of the CMP legislation
3. Responsibility for monitoring and maintenance of level of service on the state highway system
4. Potentially conflicting goals of the CMP and air quality programs
5. Review and update of the CMP network
6. Transportation revenue shortfalls
7. Continued improvement of the land-use analysis program
8. Update of CMP-designated routes and how to add roadways to the system
9. Congestion pricing strategies
10. Countywide Travel Demand Model
11. Changing to follow HCM 2000

Please refer to the complete Congestion Management Program for more specific information regarding these issues.

CHAPTER ONE

Congestion Management Agency

The CMA was created by a Joint Powers Agreement (JPA), dated February 20, 1991, which became effective on May 28, 1991. The JPA has been amended twice since May of 1991 to revise the voting structure and to deal with quorum-related matters. The JPA specifies the composition of the CMA governing board; its functions, duties and powers; and other administrative matters. The JPA also sets forth many objectives for the CMA, including the following general goals:

- Position Alameda County jurisdictions, including the transit operators, to better compete for limited state and federal transportation dollars;
- Seek a consensus on future improvements to major roads, freeways and transit services in Alameda County; and
- Foster early communication among cities, the county and transit operators on transportation projects and issues, and on the system of roadways and transit services designated in the CMP.

The Strategic Plan revised by the CMA in January, 1995, outlines the following organizational goals:

- Provide effective service to local government, transit operators and other interests in Alameda County. Prepare periodic reports on activities and accomplishments.
- Continue to develop the CMA's position as a leader in transportation in the Bay Area.
- Secure reliable, ongoing funding and explore ways of doing business differently in order to provide a more cost-effective delivery of service.
- Foster cooperative relationships within the CMA member jurisdictions and with other groups, both formal and informal.
- Develop enhanced procedures to integrate Agency programs, such as the *Countywide Transportation Plan* and the CMP.
- Develop new procedures and update existing procedures, as appropriate, to provide the CMA Board with appropriate management controls.
- Position the CMA to anticipate and respond effectively to new roles and responsibilities assigned to it.

COMPOSITION OF THE CMA

Table 1 shows the voting structure of the CMA Board based on the current population in Alameda County. The voting representation is based on the following formula contained in the revised joint powers agreement:

- an initial vote for the Alameda County Board of Supervisors and each Alameda County city for every 50,000 population or fraction thereof;

- additional votes shall accrue to the county and cities as each jurisdiction's population reaches the midpoint of the next highest increment of 50,000 (e.g., 25,001 or more); and
- One voting representative each for AC Transit and BART.

Each city's voting representation is adjusted according to the above formula following the publication of each national census or during the intervening periods using population estimates from the California Department of Finance.

VOTING

A majority of the authorized vote of the CMA Board is required in order to:

- adopt or amend the CMP,
- adopt a resolution of conformance or non-conformance with the adopted CMP,
- approve or reject a deficiency plan that will address problems,
- adopt or amend the *Countywide Transportation Plan*,
- approve federal or state funding programs,
- adopt the annual budget, or
- Levy fees or charges.

A majority vote of those present and voting is required for any other action.

FUNCTIONS AND RESPONSIBILITIES

The CMA has the following functions and responsibilities:

- Prepare, adopt, revise, amend, administer and implement the Alameda County CMP, a 5-year program aimed at reducing congestion.
- Develop, adopt and update the *Alameda County Countywide Transportation Plan,* the long-range (25 years) transportation plan for the county.
- Coordinate transportation planning and funding programs within Alameda County and with contiguous counties.
- Coordinate countywide input to:
  - the California Clean Air Act and Transportation Control Measures of the Metropolitan Transportation Commission (MTC) and the Bay Area Air Quality Management District (BAAQMD)
  - MTC guidelines for county transportation plans pursuant to Government Code Section 66531;
  - MTC's *Regional Transportation Plan*;
  - MTC's Regional Transportation Improvement Program and the California Transportation Commission's State Transportation Improvement Program and
  - The state's Traffic Congestion Relief Program.

- Prepare, adopt, update and administer the federal funding programs for Alameda County including the Surface Transportation Program and the Congestion Mitigation and Air Quality program.
- Levy and collect fees and charges, including administrative and operating costs.
- Seek state and federal funding to defray the cost of preparing, adopting, amending, administering and implementing the CMP and other CMA duties.
- Recommend projects for funding from the Alameda County share of the State Transportation Improvement Program, as specified in Senate Bill 45. In addition to recommending projects for funding, the CMA oversees project implementation to ensure that projects meet "timely use of funds" requirements and that no programmed funds are lost to Alameda County.

The CMA also acts as the program manager for the Transportation Fund for Clean Air (TFCA) in Alameda County. The TFCA program, which aims to reduce pollution by reducing the use of single-occupant vehicles, is funded through a $4-per-vehicle registration fee and is managed by the BAAQMD. The law requires the Air District to allocate 40 percent of the revenue to each county. Other functions could be added by amendments to the JPA or by actions of the state or federal government.

For more information on the CMA's committees, appeals process and administrative costs, see Appendix B.

Table 1 — Alameda County Congestion Management Agency Voting Structure
(based on population)

		Population* (January 2005~~3~~)	# of Votes
Alameda County (unincorporated area)		139,397~~100~~	3
Cities:	Alameda	74,581~~900~~	1
	Albany	16,743~~800~~	1
	Berkeley	104,534~~600~~	2
	Dublin	39,931~~35,550~~	1
	Emeryville	8,261~~7,550~~	1
	Fremont	210,445~~209,000~~	4
	Hayward	146,027~~144,700~~	3
	Livermore	80,723~~78,000~~	2
	Newark	43,708~~43,950~~	1
	Oakland	412,318~~200~~	8
	Piedmont	11,055~~150~~	1
	Pleasanton	67,650~~000~~	1
	San Leandro	81,442~~00~~	2
	Union City	70,685~~300~~	1
Transit Operators:	AC Transit	na	1
	BART	na	1
	Total Population/Vote	1,507,500~~496,200~~	34

* State Department of Finance estimates; received May 2005~~3~~.

CHAPTER TWO

Designated Roadway System

In order to manage the transportation system, the CMA must first identify what is included in the system. California law requires that, at a minimum, the designated roadway system include all state highways and principal arterials.[1] In general, hHighways or roadways designated as part of the system shall not be removed from the system. There are special circumstances when a state highway is relocated and the original alignment needs to be evaluated for retaining it on the CMP network, as described in the following page.

The statutes also refer to regional transportation systems as part of the required land-use analysis program.[2] In the 1991 CMP, it was presumed that the roadway system designated in the CMP was the highway/street component of this regional transportation system. All of that changed with the passage of the federal Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991. ISTEA required MTC to develop a "metropolitan transportation system" that included both transit and highways.

MTC contracted with the congestion management agencies in the Bay Area to help develop the Metropolitan Transportation System and to use the CMPs to link land-use decisions to the Metropolitan Transportation System. The 1993 Alameda County CMP made a distinction between the CMP network used for monitoring conformance with the level of service standards and the Metropolitan Transportation System used for the CMP's land-use analysis program (see Chapter 6). The 2003 CMP continues the use of the Metropolitan Transportation System for the CMP land-use analysis program.

The primary objective of designating a CMP system is to establish a roadway system to monitor performance in relation to established level-of-service standards. If standards are not being maintained on a specific roadway in the designated system, actions must be taken to address problems on that facility, or plans must be developed to improve the overall level of service of the system and improve air quality.

The roadway system must be detailed enough to identify significant impacts, yet still be manageable for administration. The advantage of designating a relatively detailed CMP roadway system is that it may be easier to establish a linkage between proposed development projects and their impact on the CMP system. However, too large a CMP system could become difficult and expensive for local agencies to monitor. The criteria established below attempt to strike this balance. The effectiveness of the system and the criteria that established it will be periodically reviewed to determine if changes are warranted.

[1] California Government Code Section 65089(b)(1)(A)

[2] California Government Code Section 65089(b)(4)

RELATIONSHIP TO *REGIONAL TRANSPORTATION PLAN*

Given the statutory requirement that MTC must find the CMP consistent with the *Regional Transportation Plan* (RTP), the designated CMP system should be a subset of the RTP's Metropolitan Transportation System. This should help to ensure regional consistency among the various CMP-designated systems, particularly for facilities that cross county borders. As noted above, the Metropolitan Transportation System is a requirement resulting from the 1991 federal transportation act. The Alameda County CMA's long-range *Countywide Transportation Plan* is the primary vehicle for coordination with the Metropolitan Transportation System. Continued coordination will be necessary to ensure consistency between Alameda County's CMP system and the Metropolitan Transportation System.

DESIGNATED CMP SYSTEM

Criteria

While the statutes require existing state highways be designated part of the CMP system, they provide no guidance for the selection of principal arterials to be included in the CMP network. After evaluation of several possible methods, the 1991 Alameda County CMP adopted an approach that provided for the systematic selection of principal arterials to include in the CMP network.

The selected approach, which met MTC's expectations for a "reasonable" CMP network designation method, relies on a concept that is central to the CMP legislation—the identification of a system that carries a majority of the vehicle trips countywide. Using the countywide travel model, an average daily traffic volume was identified that would produce a system of roadways carrying at least 70 percent of the vehicle miles traveled countywide. This approach yielded an average daily traffic of roughly 30,000 vehicles per day as a minimum threshold. Additional criteria were included to refine the definition.

The following criteria are used to establish the designated CMP roadway system:

All State Highways

- If a route is relocated or removed from the State Highway System, it will be evaluated according to the principal arterial criteria to determine whether it should remain in the CMP system.

Criteria for Inclusion of Principal Arterials

(*Note: All four criteria must be met*)

- Must carry 30,000 vehicles per day (average daily traffic) for at least one mile
- Must be a roadway with four or more lanes
- Must be a major cross-town connector, traversing from one side of town to the opposite side
- Must connect at both ends to another CMP route, unless the route terminates at a major activity center

The criteria for adding roadways to the CMP network will be reviewed every four years, beginning with the 1999 CMP. The criteria for adding roadways were reviewed by the CMA and the Alameda County Transportation Advisory Committee (ACTAC) in conjunction with the update of the 1999 CMP. It was

determined at that time the existing criteria were appropriate and should not be modified.

ACTAC reviewed the criteria for designating roadways in spring 2003 and found that it continued to meet the original criteria of capturing a significant amount of the system carrying the highest volume of travel. It was recommended that no changes be made to the criteria.

The following procedure and schedule for adding roadways to the CMP-designated system and reviewing criteria was approved by the CMA Board. The jurisdictions will review their roadway systems for routes that may meet the Criteria for Inclusion of Principal Arterials. For potential routes, each jurisdiction will conduct 24-hour traffic counts for a period including a Tuesday through Thursday of a typical week. Traffic counts should be taken around the first week in April 2008~~3~~4. The schedule is shown in Table 2.

Each jurisdiction must submit potential CMP-designated routes to the CMA by June 30, 2008~~3~~4. The identification of routes must be based on 24-hour counts taken in spring 2008~~3~~4.

ACTAC reviewed the criteria for adding new roadway segments on the CMP network in 2005. In view of the liability to remediate any LOS F condition for which no funding is available, until any additional funding or new financial sources become available, it was recommended that the current system of the jurisdictions proposing addition of new segments on a voluntary basis continue.

THE CMP SYSTEM

Table 2~~3~~ lists the designated CMP system including all state highways and principal arterials that satisfy the above criteria. The entire CMP-designated system is illustrated in Figure 1. More detailed maps of the CMP-designated system for each area within Alameda County are shown in Figures 2 through 5.

The characteristics of the designated system determined in 1991 are as follows:

- The Alameda County CMP system carried 72 percent of the countywide vehicle miles traveled (VMT).
- The CMP network contains 232 miles of roadways. Of this total, 134 miles (58 percent) are interstate freeways, 71 miles (31 percent) are state highways (conventional highways), and 27 miles (11 percent) are city/county arterials.

The Metropolitan Transportation System designated by MTC is also shown in Figure 2 through Figure 5. The Metropolitan Transportation System transit corridors are shown in Figure 6 and Figure 7. The system includes the entire CMP-designated roadway system together with major arterials, transit services, rail, maritime ports, airports and transfer hubs that are critical to the region's movement of people and freight.

Local Government Responsibilities

In order to be found in conformance with the CMP, local jurisdictions must by June 30, 2004, submit a list of potential CMP-designated routes based on spring 2004 24-hour counts.

Table 2 — Schedule for CMP-Designated System

TASK	WHO	WHEN
Review Criteria for Adding Roadways	Jurisdictions	January 2007~~3~~
Update Criteria in 2007~~3~~ CMP	ACTAC/Board	June 2007~~3~~
Identify Potential Routes	Jurisdictions	January 2008~~4~~
Review Routes	ACTAC/Board	February 2008~~4~~
Collect Traffic Data	Jurisdictions	March/April 2004~~8~~
Review Data	ACTAC/Board	May 2008~~4~~
Select CMP Designated Routes	ACTAC/Board	June 2008~~4~~
Incorporate Routes in 2005 CMP	ACTAC/Board	June 2009~~5~~

Table 3 — CMP-Designated System, Route List

CITIES OF ALBANY AND BERKELEY

Route	From	To	Criteria[1, 2]
SR 123 (San Pablo)	Contra Costa County line	Emeryville city limit	State Route
University Ave.	I-80	Milvia St.	Satisfies criteria
University Ave.	Milvia St.	Shattuck Ave.	Connectivity[3]
Shattuck Ave.	University Ave.	Haste St.	Connectivity
Shattuck Ave.	Haste St.	Derby St.	Satisfies criteria
Adeline St.	Derby St.	MLK Jr. Way	Satisfies criteria
MLK Jr. Way	Adeline St.	Oakland city limit	Satisfies criteria
SR 13 (Ashby Ave)	I-80	Tunnel Rd.	State Route
SR 13 (Tunnel Rd)	Ashby Ave.	Oakland city limit	State Route
I-80/I-580	University	Central	State Route

CITY OF ALAMEDA

Route	From	To	Criteria
SR 61 (Doolittle Dr.)	Oakland city limit	Fernside Blvd.	State Route
SR 61 (Otis Dr.)	Fernside Blvd.	SR 61 (Broadway)	State Route
SR 61 (Broadway)	Otis Dr.	SR 61 (Encinal Ave.)	State Route
SR 61 (Encinal Ave.)	SR 61 (Broadway)	Sherman St.	State Route
SR 61 (Central Ave.)	Sherman St.	SR 260 (Webster St.)	State Route
SR 260 (Webster St.)	SR 61 (Central Ave.)	Posey/Webster tubes	State Route
SR 260 (Posey/ Webster tubes)	SR 260 (Webster St.)	Oakland city limit	State Route
Atlantic Ave.	SR 260 (Webster St.)	Poggi St.	Satisfies criteria
Atlantic Ave.	Poggi St.	Main St.	Connectivity
Park St.	Oakland city limit	Central Ave.	Satisfies criteria
Park St.	Central Ave.	SR 61 (Encinal Ave.)	Connectivity

CITIES OF EMERYVILLE, OAKLAND AND PIEDMONT

Route	From	To	Criteria
MLK Jr. Way	Berkeley city limit	SR 24	Satisfies criteria
SR 123 (San Pablo)	Berkeley city limit	35th St.	State Route
SR 13 (Tunnel Rd.)	Berkeley city limit	SR 24	State Route
SR 260 (Posey/ Webster tubes)	Alameda city limit	I-880	Satisfies criteria
23rd/29th Ave.	Alameda city limit	I-880	Satisfies criteria
SR 77 (42nd Ave.)	I-880	SR 185 (E. 14th St.)	State Route
SR 185 (E. 14th St.)	SR 77 (42nd Ave.)	San Leandro city limit	State Route
Hegenberger Rd.	I-880	Hawley St.	Connectivity
Hegenberger Rd.	Hawley St.	SR 185 (E. 14th St.)	Satisfies criteria
SR 61 (Doolittle Dr.)	Alameda city limit	San Leandro city limit	State Route
SR 13	SR 24	I-580	State Route
SR 24	I-980	Contra Costa County line	State Route
I-80[4]	SF County Line	University Ave.	State Route
I-580	I-80	MacArthur Blvd.	State Route
I-880	I-980	Hegenberger Rd.	State Route
I-980	I-880	SR 24	State Route

1 Criteria Applied: a) must carry 30,000 average daily traffic for at least one mile, b) must be a 4- or more lane roadway, c) must be a major cross-town arterial, traversing from one side of town to the opposite side, and d) must connect to another CMP route or major activity center.

2 State highways and interstate freeways are included in their entirety within each jurisdiction and include all mileage within Alameda County.

3 "Connectivity" indicates that the segment has been included in the designated system to provide continuity and avoid stub ends.

4 A portion of this CMP route to the Emeryville border includes the city of Berkeley.

CITY OF SAN LEANDRO

Route	From	To	Criteria
SR 61 (Doolittle Dr.)	Oakland city limit	SR 61/112 (Davis St.)	State Route
SR 61/112 (Davis St.)	SR 61 (Doolittle Dr.)	SR 185 (E. 14th St.)	State Route
SR 185 (E. 14th St.)	Oakland city limit	Ashland (unincorp.)	State Route
150th Ave.	Hesperian Blvd.	I-580	Satisfies criteria
Hesperian Blvd.	SR 185 (E. 14th St.)	San Lorenzo (unincorp.)	Satisfies criteria
I-880[5]	Hegenberger Ave.	I-238	State Route
I-580[6]	MacArthur Blvd.	I-238	State Route

SAN LORENZO, CASTRO VALLEY, ASHLAND (unincorporated areas)

Route	From	To	Criteria
SR 185 (Mission Blvd.)	San Leandro city limit	Hayward city limit	State Route
Hesperian Blvd.	San Leandro city limit	Hayward city limit	Satisfies criteria
SR 238 (Foothill Blvd.)	I-238	Hayward city limit	State Route
I-880[7]	I-238	A Street	State Route
I-238[8]	I-880	I-580	State Route
I-580[9]	I-238	I-680	State Route

5 A portion of this CMP route to the San Leandro border includes the city of Oakland.

6 A portion of this CMP route to the San Leandro border includes the cities of Oakland and Hayward.

7 A portion of this CMP route in the county includes the city of Hayward.

8 A portion of this CMP route in the county includes the city of San Leandro.

9 A portion of this CMP route in the county includes the city of Pleasanton.

CITY OF HAYWARD

Route	From	To	Criteria
SR 185 (Mission Blvd.)	Ashland (unincorporated)	SR 92 (Jackson St.)	State Route
SR 92 (Jackson St.)	I-880	SR 185 (Mission Blvd.)	State Route
SR 238 (Foothill Blvd.)	Ashland (unincorporated)	SR 185 (Mission Blvd.)	State Route
SR 238 (Mission Blvd.)	SR 92 (Jackson St.)	Union City city limit	State Route
A Street	I-880	SR 238 (Foothill Blvd.)	Satisfies criteria
Hesperian Blvd.	San Lorenzo (unincorporated)	Tennyson Rd.	Satisfies criteria
Tennyson Rd.	Hesperian Blvd.	SR 238 (Mission Blvd.)	Satisfies criteria
SR 92	San Mateo County line	I-880	State Route
I-880[10]	A Street	Alvarado-Niles	State Route

CITIES OF UNION CITY, FREMONT AND NEWARK

Route	From	To	Criteria
SR 238 (Mission Blvd.)	Hayward city limit	I-680	State Route
Decoto Rd.	I-880	SR 238 (Mission Blvd.)	Satisfies criteria
Mowry Ave.	I-880	SR 84 (Peralta Blvd.)	Satisfies criteria
SR 262 (Mission Blvd.)	I-880	I-680	State Route
SR 84 (Thornton Ave.)	I-880	Fremont Blvd.	State Route
SR 84 (Fremont Blvd.)	SR 84 (Thornton Ave)	SR 84 (Peralta Blvd.)	State Route
SR 84 (Peralta Blvd.)	SR 84 (Fremont Blvd.)	SR 84 (Mowry Ave.)	State Route
SR 84 (Mowry Ave.)	SR 84 (Peralta Blvd.)	SR 238 (Mission Blvd.)	State Route
SR 84 (Niles Canyon)	SR 238 (Mission Blvd.)	I-680	State Route
SR 84	San Mateo County line	I-880	State Route
I-880	Alvarado-Niles	Dixon Landing	State Route
I-680	Scott Creek	SR 238	State Route

10 A portion of this CMP route to the Hayward border includes the city of Union City.

CITIES OF PLEASANTON, DUBLIN, LIVERMORE AND UNINCORPORATED AREAS

Route	From	To	Criteria
SR 84 (Vallecitos)[11]	I-680	SR 84 (Isabel Ave.~~Holmes St~~.)	State Route
SR 84 (Isabel Ave.)[11]	SR 84 (Vallecitos Rd.)	SR 84 (Kitty Hawk Rd.~~1st St.~~)	State Route
SR 84 (Kitty Hawk Rd.)[11]	SR 84 (~~Holmes St~~Isabel Ave..)	SR 84 (Airway Blvd.)~~I-580~~	State Route
SR 84 (Airway Blvd)[11]	SR 84 (Kittly Hawk Rd.)	I-580	State Route
1st St.[12]	Inman St.	I-580	Satisfies Critieria
I-580	I-680	I-205	State Route
I-680	SR 238	Alcosta Blvd.	State Route

~~10 A portion of this CMP route to the Hayward border includes the city of Union City.~~

11 New alignment of SR 84 adopted by Caltrans in 2003

12 Portion of old SR 84 alignment found to meet the Principal Arterial criteria.

Figure 1 — Designated Countywide System Map

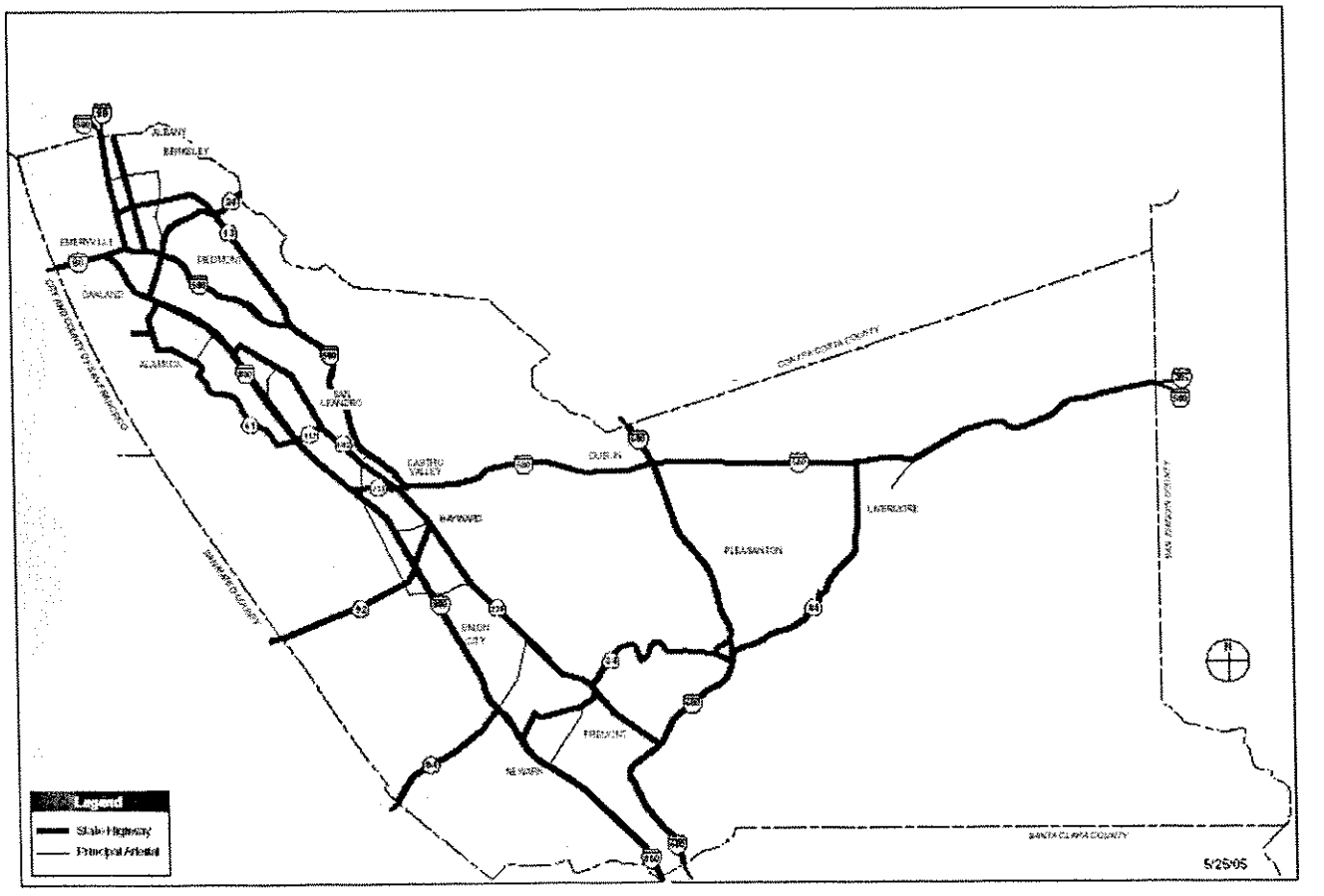


Figure 2 — Designated System Map for Alameda, Albany, Berkeley, Emeryville, Oakland and Piedmont

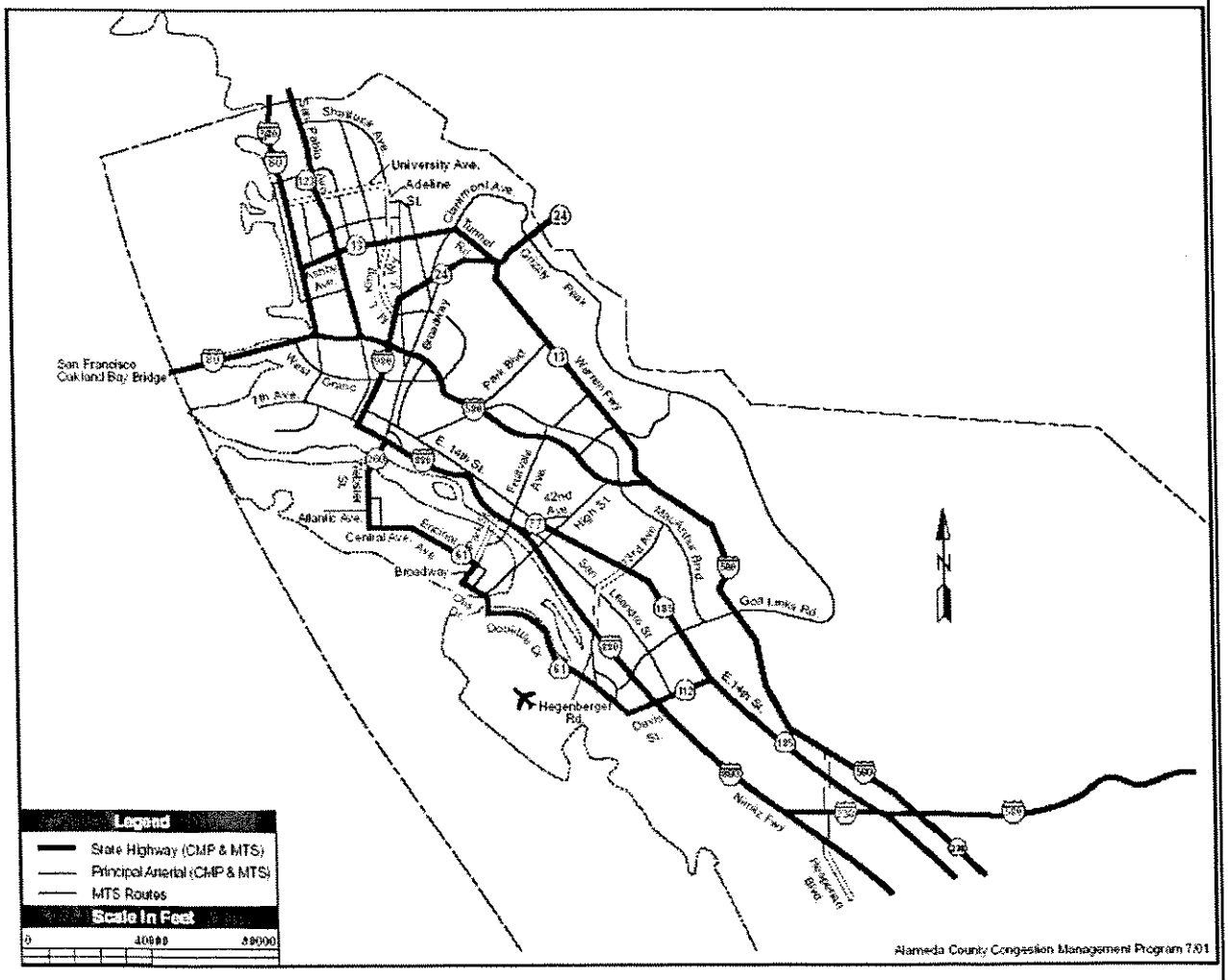


Figure 3 — Designated System Map for Castro Valley, Hayward, San Leandro and San Lorenzo

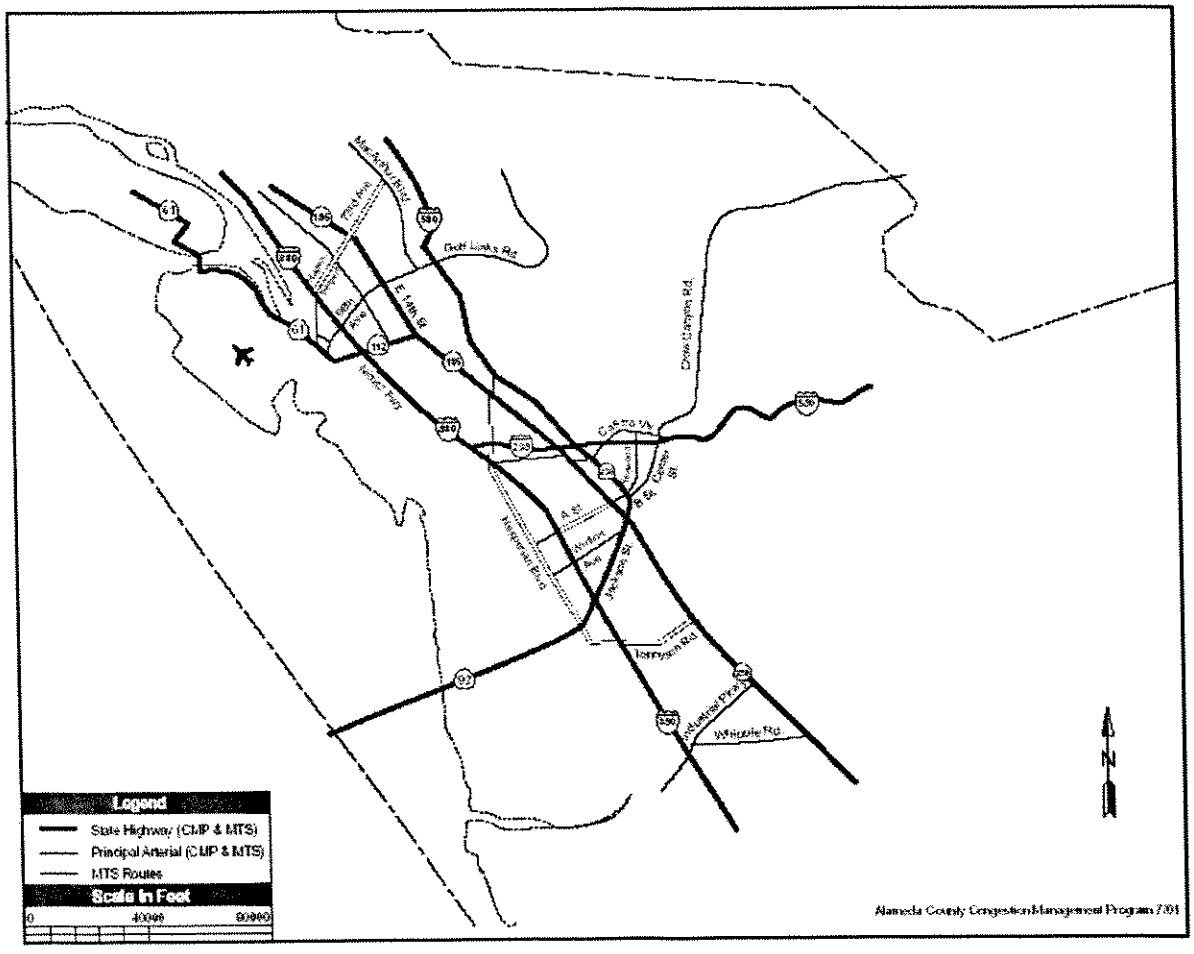


Figure 4 — Designated System Map for Fremont, Newark and Union City

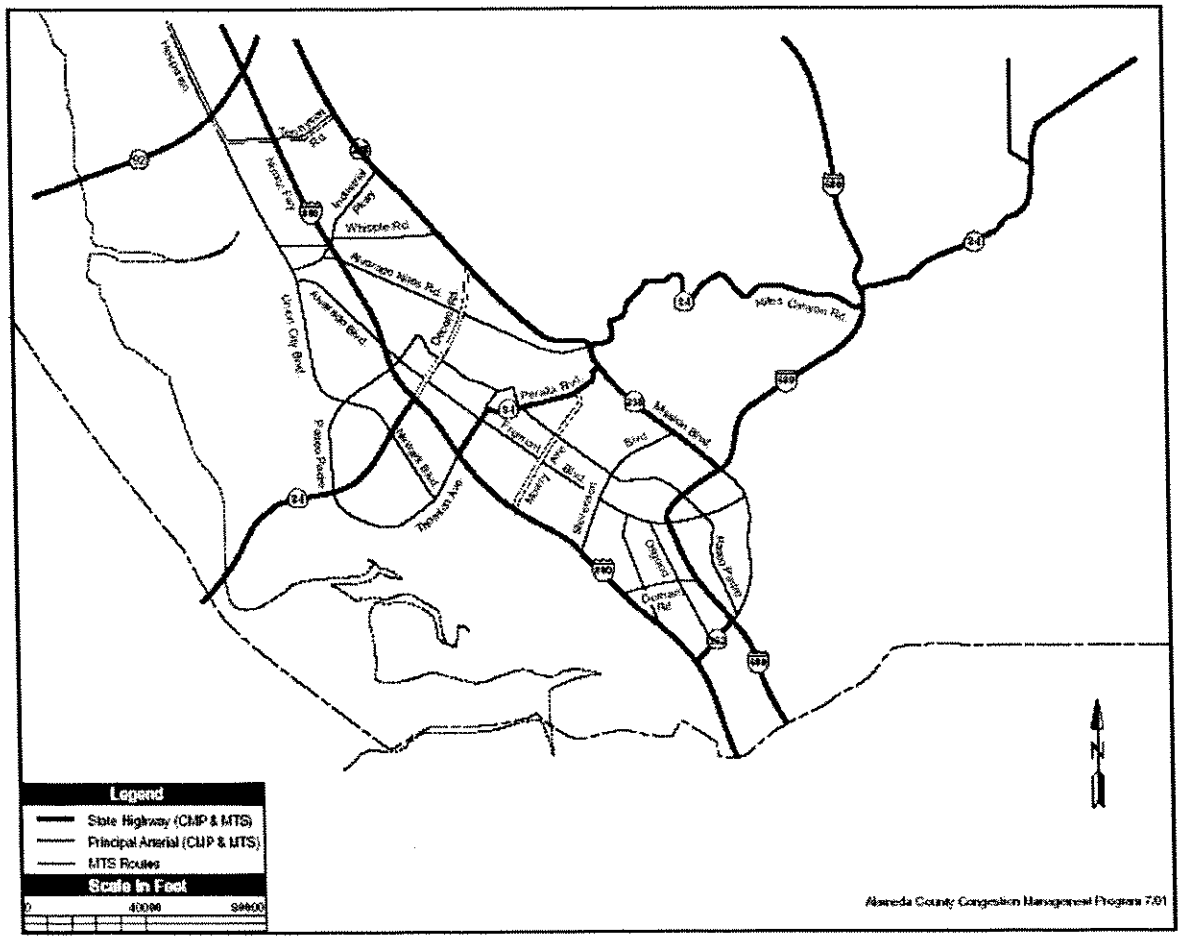


Figure 5 — Designated System Map for Dublin, Livermore and Pleasanton

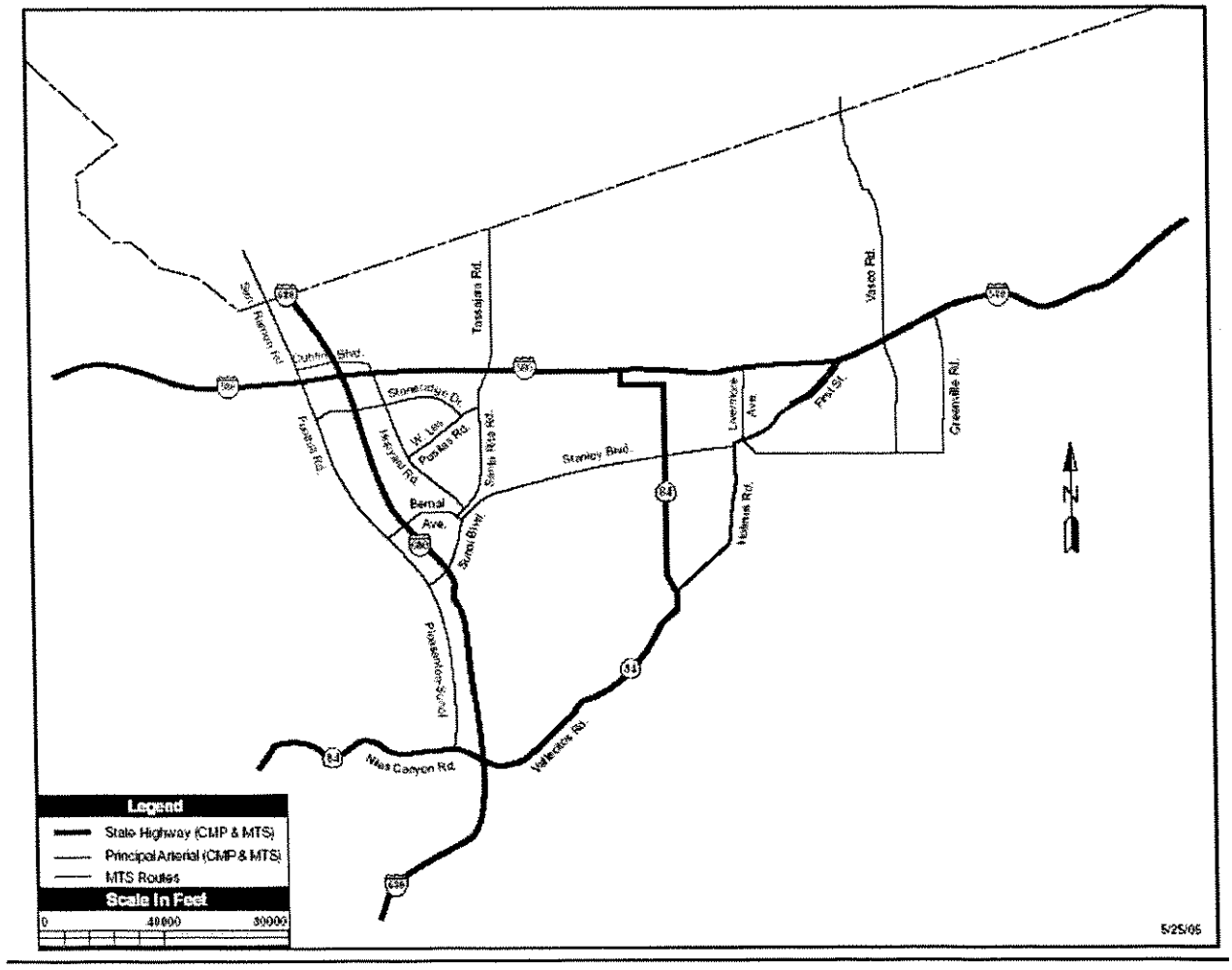


Figure 6 — Metropolitan Transportation System, Transit Corridors of Alameda County

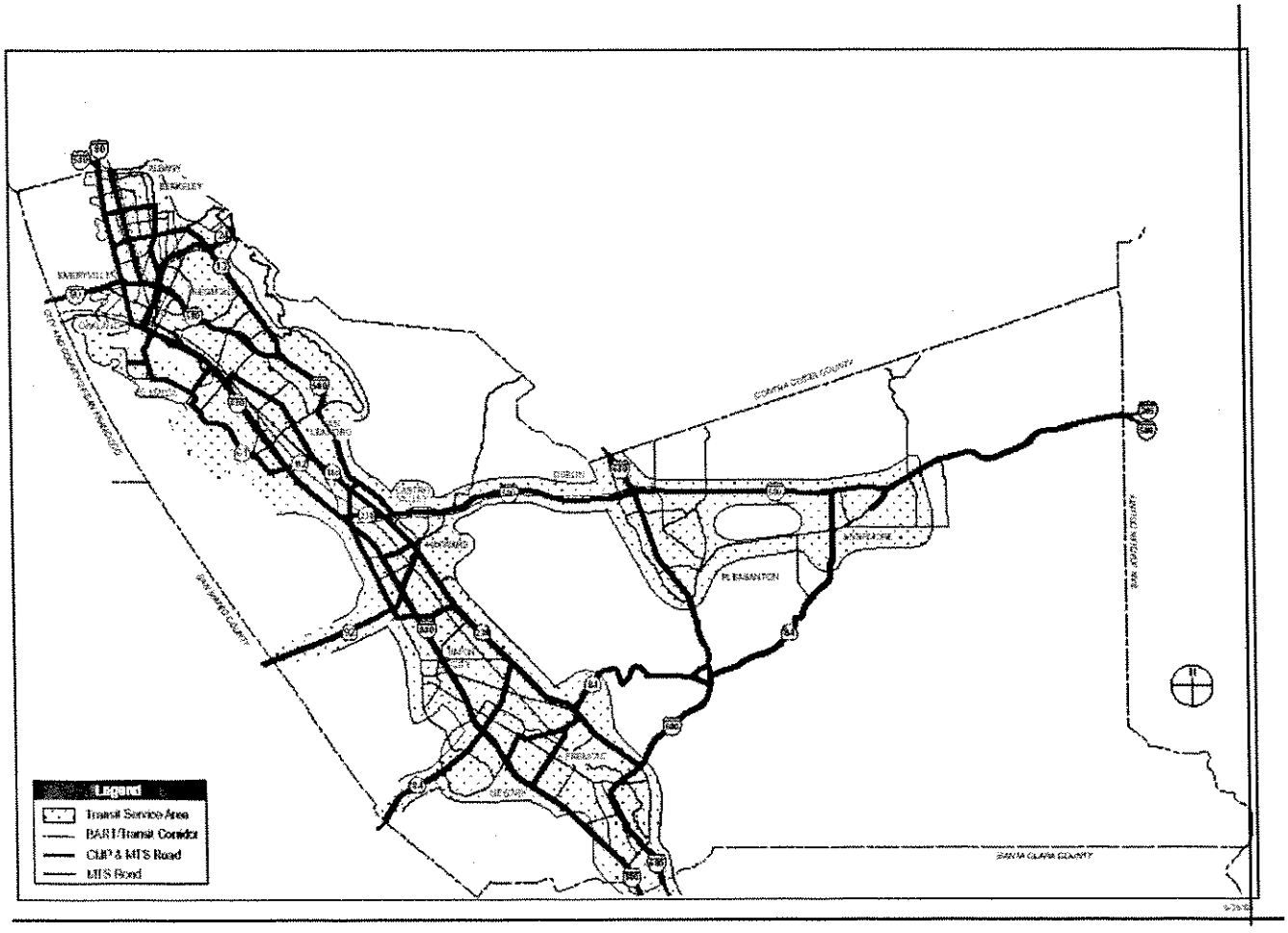
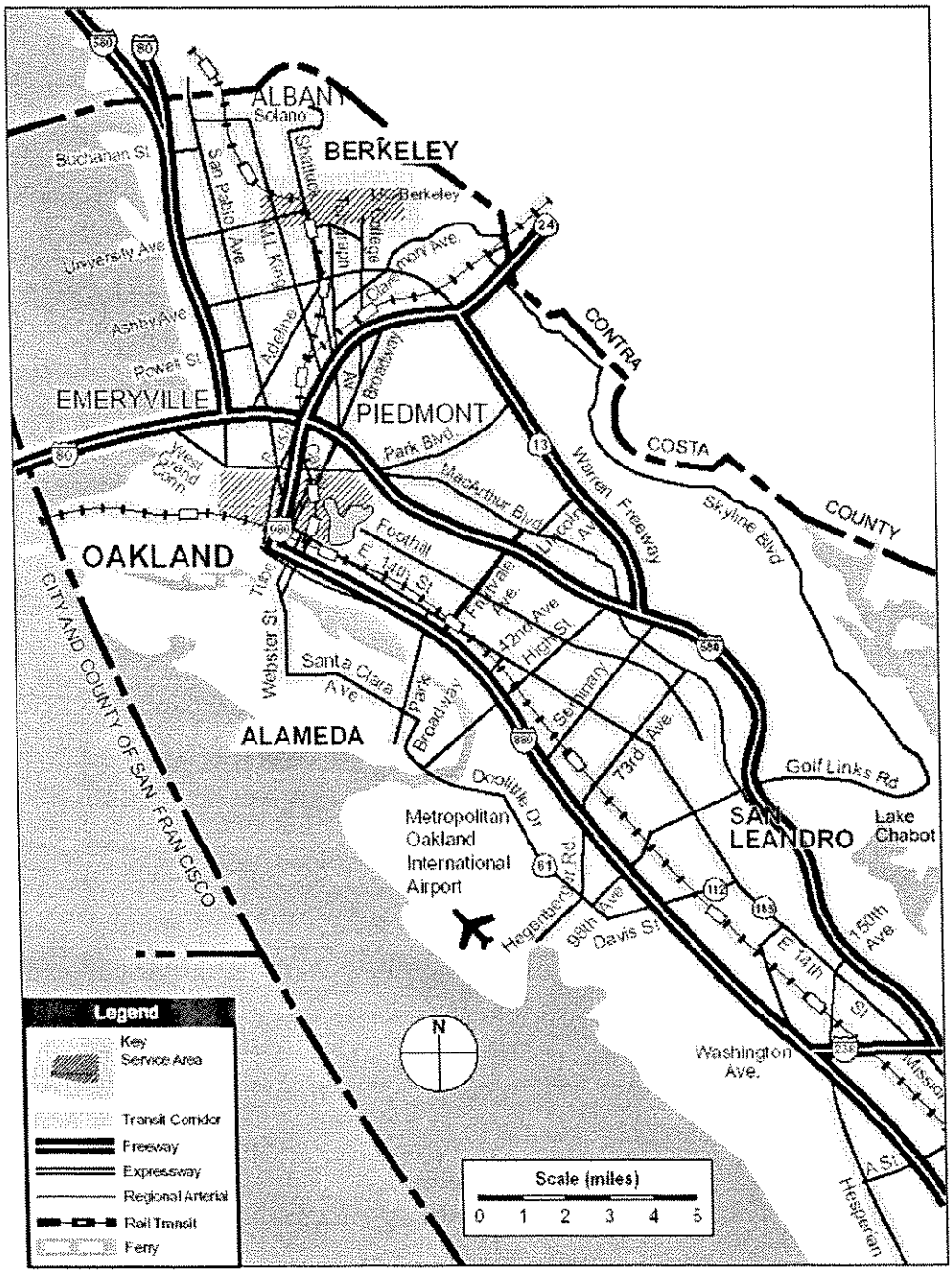


Figure 7 — Metropolitan Transportation System, Transit Corridors of Northern Alameda County Detail



CHAPTER THREE

Level-of-Service Standards

State law requires that level-of-service standards be established as part of the Congestion Management Program (CMP) process.[1] Level of service must be measured by methods described in one of the following documents: Transportation Research Board Circular 212, the latest version of the Transportation Research Board's *Highway Capacity Manual* (HCM), or a uniform methodology adopted by the CMA that is consistent with the *HCM*. The legislation leaves the choice of level-of-service measurement methodology to the CMA.

Level-of-service definitions generally describe traffic conditions in terms of speed and travel time, volume and capacity, freedom to maneuver, traffic interruptions, comfort and convenience, and safety. Level of service is represented by letter designations, ranging from LOS A to LOS F, with level-of-service A representing the best operating conditions and level-of-service F the worst. See Appendix C for graphic representation of level of service.

The purpose of setting level-of-service standards for the CMP system is to provide a quantitative tool to analyze the effects of land-use changes, and to monitor one system performance measure (i.e., congestion). If the actual system performance falls below the standard (i.e., congestion worsens to LOS F), actions must be taken to restore or improve level of service. Each year, the CMA is required to determine how well local governments meet the standards in the CMP, including how well they meet level-of-service standards.

Each year since 1991, the CMA has contracted with a consultant to perform the necessary level-of-service monitoring for the entire CMP system. In 1998, the Board adopted a policy that level-of-service monitoring will be done every two years instead of annually. Based on this, the next monitoring study will be done in spring 2006~~5~~4. This has proven to be the most cost-effective approach and may continue.

Alternatively, if Caltrans assumes responsibility for monitoring the freeway system as required, or if the cities or county assume responsibility for monitoring local roads, evaluations will be structured to allow a self-certification process using Caltrans or local reports of level of service. The CMA will determine how well areas meet level-of-service standards based on these reports at the time of the annual conformance findings. The CMA will ensure that the adopted standards are monitored in a consistent manner by all local jurisdictions and/or Caltrans.

Local governments will need to consider the effects that their land-use decisions may have on the future level of service on the regional transportation system. Therefore, cities and counties may have to develop funding for projects and programs that will improve level of service on the CMP-designated system. If local land-use decisions make the level of service on

[1] California Government Code Section 65089(b)(1)(A)

the state highway system worse, cities and the county may be responsible for the necessary improvements.

To provide a basis for more definitive strategies for maintaining level-of-service standards in subareas of Alameda County, the CMA has completed a program of corridor studies in the following high-priority corridors:

- I-80
- San Pablo Avenue
- I-880
- I-238
- I-580/Altamont Pass
- I-680
- I-580 Corridor BART to Livermore
- I-680 Value Pricing
- North I-880 Safety and Operations Study
- San Pablo and I-880 SMART Corridor programs

Tri-Valley Triangle Study is underway at the time of printing of the report.

LEVEL-OF-SERVICE STANDARDS

Goals and Objectives

Level of service indicates traffic growth trends using vehicular volumes, capacity, and measurement of average speed and delay. The objectives are to develop an approach that is consistent and therefore replicable, easy to use, non-duplicative, and compatible with local government data and travel-demand models. The approach used is outlined in Table 4.

Facility Classifications

The *HCM* provides methods for determining level of service on several types of facilities. These facilities are grouped into "interrupted-flow" and "uninterrupted-flow" facilities. Interrupted-flow facilities include city streets and surface highways (like State Route 123/San Pablo Avenue) that are part of the state highway system. For purposes of level-of-service analysis, the CMP system can be classified into three functional types of facilities: freeways, two-lane roadways and urban/suburban arterials. Each is described below:

Freeways

These are uninterrupted-flow facilities, since traffic never stops (except during the most congested periods or when incidents occur). For the 1991 CMP, the CMA, in coordination with local jurisdictions, defined appropriate segments and performed the necessary floating car runs on the freeways to obtain travel speed data. This allowed the establishment of a baseline level of service for the system, including identification of segments operating at LOS F according to freeway travel speed criteria from the *HCM*. Systemwide level-of-service monitoring has been performed annually by the CMA using the network segments defined in 1991. It is anticipated that monitoring of the freeway system may ultimately be performed by Caltrans, as required by statute (Katz, Statutes of 1995).

Table 4 — Approach to Levels of Service

ISSUE	APPROACH
Interregional Trips	As defined by statute, "interregional travel means any trip that originates outside" Alameda County. A 'trip' means a one-direction vehicle movement. The origin of any trip is the starting point of that trip. In accordance with MTC guidelines, trips with no trip end in Alameda County (through trips) were not subtracted for monitoring reports.
Level-of-Service Standard	The level-of-service standard is E, except where F was the level of service originally measured, in which case the standard shall be F. The method of analysis is documented in "*Establishing the Existing Level of Service for the Alameda County CMP-Designated Roadway System*". The methods employed constitute a uniform methodology adopted by the CMA that is consistent with the *Highway Capacity Manual (HCM).* Methods described in Chapter 8 (Two-Lane Highways) and Chapter 11 (Urban and Suburban Arterials) of the *HCM* were the basis for establishing the level of service on the CMP system. They assess level of service on the basis of the average speed observed along a roadway segment (link speeds), or total volumes approaching an intersection (link volumes). These methods are not designed to replace the more detailed procedures that local agencies are likely to use for non-CMP purposes (such as local impact studies) which are typically concerned with an intersection's ability to handle individual turning movements.
Monitoring	Level-of-service monitoring will be conducted by the CMA, although the cities, county or Caltrans may eventually assume responsibility for monitoring segments under their respective jurisdictions. State statute[2] requires Caltrans to monitor levels of service on the freeway system, unless the CMA designates that responsibility to another entity. Monitoring will be conducted biennially, recognizing that other surveys could be done for development impact studies (e.g., intersection turning movement counts). The method of data collection is the floating car technique of recording travel times between checkpoints based on actual travel time during the peak period. Data from several runs in all non-HOV lanes are averaged for each roadway segment.

[2] California Government Code Section 65089(b)(1)(A), Amended 1995.

Two-Lane Roadways

These are uninterrupted-flow facilities. The criteria for inclusion of principal arterials in the CMP system specify a minimum of four lanes; therefore, two-lane roadways are not included as principal arterials. However, two-lane state highways are included, since all state highways must be in the system. These two-lane roads constitute a fairly small portion of the CMP-designated road system mileage, but a method for level-of-service analysis is suggested here. For two-lane roads without interruptions (signals or stop signs), Chapter 8 of the *HCM* is used, based on average travel speed.

Urban/Suburban Arterials

These are multi-lane streets that have traffic signals spaced no more than two miles apart on average. Because of the emphasis in the CMP legislation on systems level planning, Chapter 11 of the *HCM* is used to estimate arterial level of service. The advantages include the need for relatively little input data, simple applied calculations and the results of explicitly determined levels of service (A, B, C, etc.). Following is a description of this method.

Level-of-Service Methodology

Urban and suburban arterials are characterized by platoon flows. Operational quality is controlled primarily by the efficiency of signal coordination and is affected by how individual signalized intersections operate along the arterial. Level of service is primarily a function of travel speed along segments, and is calculated from field data. Beyond the measurement of existing level-of-service conditions (using actual counts or travel speed measurements), the Alameda County CMA's approach is to be forward-looking. Using the Alameda countywide travel model, future level-of-service conditions on the CMP system will be estimated by analyzing information about local land-use decisions and taking into account local investments in transportation, which are proposed in the Capital Improvements Program of the CMP. Using the Countywide Model, it is possible to forecast average travel times and speeds for future traffic operations on these arterials. The results would need to be checked for reasonableness under existing conditions before being used as a forecasting tool.

TRAFFIC MONITORING PROGRAM

Monitoring of level of service on CMP system roadways is presently conducted by the CMA. If the cities, county or Caltrans assume responsibility, monitoring could be accomplished through a self-certification process involving the local jurisdictions and/or Caltrans and the CMA. The following sections describe the process and provide guidelines.

Self-Certification Process

By June 15 of each year, a set of travel time runs would be submitted to the CMA for the CMP-designated routes. A city or the county, if it assumes responsibility, would submit the information, except for the freeways, within its jurisdictional limits. If Caltrans assumes responsibility for the freeways, it would similarly submit summary data to the CMA by June 15. Local jurisdictions or Caltrans will also be responsible for calculating levels of service according to Table 5, which is based on Chapter 11 of the *HCM*. Local agencies or Caltrans will keep raw field data available for examination by

the CMA for at least three years. Travel time runs will be completed by mid-May each year. Technical guidance and assistance in reviewing methodology and interpreting level-of-service monitoring results will be provided by ACTAC.

Data Requirements

In addition to the basic geometric, signal timing, and other such "physical" information, the traffic monitoring program requires information about average travel speed, which is the basis for level-of-service measurement on all facility types (i.e., freeways, two-lane highways (uninterrupted) and urban/suburban arterials).

For a given facility segment, monitoring must be performed and reported separately for each direction of travel. Travel speed studies normally are conducted using "floating" cars that drive at the posted (safe) speed, or if constrained by traffic conditions, at the average speed of traffic. ~~All monitoring will be conducted during afternoon peak hours (between 4 p.m. and 6 p.m.).~~

Until 2004, Monitoring was conducted for all the CMP segments during the afternoon peak hours (between 4 p.m. and 6 p.m.) and for selected freeway CMP segments during the morning peak hours (between 7 a.m. and 9 a.m.). The CMA Board recommended that all of the CMP roadway segments be monitored during both morning and afternoon peak hours starting 2006 LOS Monitoring period. The a.m. peak monitoring will be for informational purposes only.

Acceptability of Data

A suggested approach to ensure monitoring that is acceptable to the CMA is described in *Establishing the Existing Level of Service for the Alameda County CMP-designated Roadway System* (CMA, 1991) which is based on the Institute of Transportation Engineer's *Manual of Traffic Engineering Studies* (Chapter 7, Test Car Method). A test car is driven six times in each direction of all CMP-designated facilities. This frequency may be adjusted later for roadway segments that are found to consistently operate at LOS A or B. More than six test car runs are performed on roadway segments operating at LOS E and F because a greater range or fluctuation in data typically occurs. Test car runs will be repeated biennially.

The following guidelines will be used to determine acceptability of data for use in the CMP:

- Test car runs must be made on a Tuesday, Wednesday and/or Thursday, as these days will be most indicative of average weekday conditions.
- Test car runs on a particular segment must span a range of days and time of day. This means that test car runs should not be bunched on the same day of the week or taken on separate days at the same time.
- Runs near holidays, when school is not in session or when roadway construction is under way, must be avoided.
- Consistent monitoring periods must be observed for each roadway segment. For example, a comparison between April, 2002, and April, 2003, is likely to be more valid than a comparison between January, 2002, and August, 2003.
- If special generators are located within a few miles of the monitoring location, it must be determined whether unusual or unwanted activity levels are occurring at the special generator. A call to a shopping center

management company, for example, could be made to ascertain that the test day(s) was reasonably close to average, and that no retailers were holding major sales.

Table 5 — Relationship Between Average Travel Speed and Level of Service

LEVELS OF SERVICE FOR ARTERIALS

Arterial Class	**I**	**II**	**III**
Range of Free Flow Speeds (mph)	35 to 45	30 to 35	25 to 35
Typical Free Flow Speed (mph)	40	33	27
Level of Service	**Average Travel Speed (mph)**		
A	≥ 35	≥ 30	≥ 25
B	≥ 28	≥ 24	≥ 19
C	≥ 22	≥ 18	≥ 13
D	≥ 17	≥ 14	≥ 9
E	≥ 13	≥ 10	≥ 7
F	< 13	< 10	< 7

LEVELS OF SERVICE FOR FREEWAY SECTIONS

LOS	**Average Travel Speed** (mph)	**Volume-To-Capacity Ratio**	**Maximum Traffic Volume** (Vehicles / Hour / Lane)
A	≥ 60	0.35	700
B	≥ 55	0.58	1,000
C	≥ 49	0.75	1,500
D	≥ 41	0.90	1,800
E	≥ 30	1.00	2,000
F	< 30	Variable	-

Source: *Highway Capacity Manual*, Transportation Research Board, 1985.

Range for Level of Service F for Freeway Sections[3]

F30 – Average Travel Speed < 30 mph

F20 – Average Travel Speed < 20 mph

F10 – Average Travel Speed < 10 mph

[3] Approved by Plans and Programs Committee of the ACCMA on June 14, 2004 to show degrees oof LOS F on congested roadways

Definition of Roadway Segments

For surface highways, route segments for travel time analysis have been determined by ACTAC, with input by the appropriate department (traffic engineer, planning department, etc.) at the local jurisdiction using the following guidelines:

- Segments should be at least one mile and not more than five miles in length.
- Logical segment break-points include: jurisdictional boundaries, points where the basic number of travel lanes change, locations where land-use changes occur (e.g., commercial area versus residential), points where the posted speed limit changes, or where the number of adjacent driveways is significantly different.

ACTAC reviewed the CMP roadway segments for a possibility to make them longer along with the review of the criteria for the CMP roadway segments in 2005. It was found that there were valid ground circumstances and other characteristics that made the roadways segmented the way they are now. Further, there were no compelling and justifiable reasons for any changes to be made in terms of combining the roadway segments. It was recommended that no changes be made to the criteria for roadway segmentation or the roadway segments.

To date the CMA has performed all data collection (floating car runs) on the CMP-designated system of arterials and freeways. However, the CMA continues to work to ensure that the California Department of Transportation, Caltrans, will eventually assume responsibility for collecting all data necessary for determining levels of service on freeways. According to statute (Katz, Statutes of 1995), Caltrans "is responsible for data collection and analysis on state highways, unless the {CMA} designates that responsibility to another entity. The {CMA} may also assign data collection and analysis responsibilities to other owners and operators of facilities or services if the responsibilities are specified in its adopted program".

Identification of LOS F Roadway Segments

Between July and October, 1991, the CMA completed travel time studies to establish existing level of service on all segments of the CMP system during the p.m. peak period. The travel time studies were conducted on Tuesdays, Wednesdays, and Thursdays, between 4 and 6 p.m. The information gathered consisted of travel time runs on all CMP routes. A range of four to ten travel time runs in each direction were done to estimate average travel speeds, in accordance with CMP requirements and Institute of Transportation Engineers recommendations, as specified in their *Manual of Traffic Engineering Studies*.

Travel time checkpoints for principal arterials were generally chosen at signalized intersections; for freeways, interchange ramp junctions were used. Further detail about segment level-of-service monitoring methodology and results are contained in reports that are available by contacting the CMA.

During the 1992 monitoring cycle it was determined that freeway-to-freeway connectors had not been monitored as part of the 1991 baseline level-of-service determination. Monitoring of these segments was performed, together with the rest of the network, between

August and September, 1992. Five freeway connector segments were found to be operating at LOS F, and they were grandfathered as permitted by the statutes. The level-of-service freeway-to-freeway connections are shown in Table 6.

Tables 6 and 7 and Figure 8 identify the system segments (on freeways and principal arterials) found to operate at LOS F in 1991. According to the study results, a total of 15 freeway segments (excluding freeway to freeway connectors) and 15 arterial segments were operating at LOS F during the p.m. peak period in 1991. These segments, which operated at LOS F during 1991, the first year of the Congestion Management Program, are grandfathered from CMP requirements for preparation of a deficiency plan.

Grandfathered Segments

The 30 segments (15 freeway and 15 arterial) grandfathered by statute in 1991 are not exempt from analysis and mitigation for purpose of satisfying the Land Use Analysis Program (Chapter 6), the California Environmental Quality Act and the federal National Environmental Protection Act (NEPA). The CMP focuses on existing congestion, therefore strategies and/or improvements to address grandfathered segments should be considered in corridor studies, investments in the Countywide Transportation Plan and the CMP Capital Improvement Program.

Infill Opportunity Zones

SB 1636 (Figueroa) signed by the Governor in 2002 established "infill opportunity zones" to encourage transit supportive development. The statute exempts infill opportunity zones from the requirements to maintain the Level of Service Standard, E. The city and/or county shall either include the streets and highways under an alternative area wide level of service or a multi-modal composite or personal LOS standard or approve a list of flexible LOS mitigation options. Infill opportunity zones must be designated by a city or the county and contain the following characteristics: zoned for new compact residential or mixed use development within 1/3 mile of an existing or future rail transit station, ferry terminal served by either a bus or rail transit service, an intersection of at least 2-major bus routes, or within 300 ft of a bus rapid transit corridor in counties with population over 400,000. Specific land uses are required in the Infill Opportunity Zone (see government code section 65088.1(g)).

Frequency of Monitoring

It is unlikely that a system segment will fall from LOS A to below E in just one year. To reduce calculation effort, traffic monitoring to comply with the CMP may be done only for segments in the LOS C or worse range, at the option of the local jurisdiction. Since a fair number of roadway segments operate at LOS A, it will be a poor use of limited resources to recalculate these levels of service every year. The focus should be on analyzing problem areas. Analysis of transportation impacts of proposed local land-use decisions will highlight segments, which may need to be monitored more closely. Thus, if a link is expected to be approaching LOS E or F, it will be monitored and its level of service analyzed more frequently than segments at better service levels.

COMPARISON WITH PREVIOUS RESULTS

The results of several years of level-of-service monitoring, as presented in Table 8, show that

overall traffic conditions for long-distance trips on the CMP freeway network have generally remained stable or improved. Though not particularly strong, an overall trend or change can be interpreted from comparisons with the 1991 level-of-service data. There is some improvement in average traffic conditions (i.e., higher speeds) on these longer distance freeway trips over 1991 conditions. However, there are still congested points found along most of the routes. System capacity and operational enhancements account for improvements on some facilities.

COMPLIANCE AND CONFORMANCE

Government Code Section 65089.3(a) requires the CMA to biennially monitor conformance with the adopted CMP. Among the requirements, the CMA must find consistency with the level-of-service standards. If a roadway segment is not conforming to the level-of-service standards based on the biennial monitoring, the affected local jurisdiction will be notified, and may elect to remedy the level-of-service problem or prepare a deficiency plan (see Chapter 8). If after 90 days the local jurisdiction is still in non-conformance, the CMA is required to provide notice to the California Transportation Commission and the State Controller. The notice includes the reasons for the finding and evidence that the CMA correctly followed procedures for making the determination. The State Controller would then withhold the non-conforming jurisdiction's increment of subventions from the fuel tax made available by Proposition 111, and the jurisdiction will not be eligible to receive funding for projects through the federal Surface Transportation Program and Congestion Mitigation and Air Quality Program. If within the 12-month period following the receipt of a notice of non-conformance, the CMA determines that the city or county is in conformance, the withheld Proposition 111 funds will be released to the CMA for projects of regional significance included in the CMP or a deficiency plan.

LOCAL GOVERNMENT RESPONSIBILITIES

At present, the CMA is contracting with a consultant to monitor all segments of the CMP roadway system. If a local government or Caltrans assumes responsibility for monitoring roadways included in the portion of the CMP system under its jurisdiction, it will be required to do the following:

- Biennially monitor the level of service on the designated system and report to the CMA by June 15 of each year relative to conformance with the adopted standards.

Table 6 — Level-of-Service "F" Freeway Segments for Alameda County CMP-Designated Roadway System

These segments, which operated at LOS F in 1991, the first year of the Congestion Management Program, are grandfathered from CMP requirements for preparation of a deficiency plan. However, being grandfathered does not exempt these roadways from analysis and mitigation for purposes of satisfying the California Environmental Quality Act or the National Environmental Policy Act or as part of the Land-Use Analysis Program.

Legend:

WB Westbound
EB Eastbound
SB Southbound
NB Northbound

FREEWAY SEGMENTS

	Roadway	Dir.	Limits	Jurisdiction	Average Speed (mph)
1	I-80	WB	From: University To: I-80/580 Split	Berkeley/Emeryville	16.6
2	I-80	WB	From: I-80/580 Split To: Bay Brg Toll Plaza	Oakland	29.7
3	I-80	EB	From: I-580/80 Split To: University	Emeryville/Berkeley	25.8
4	I-80	EB	From: University To: Central	Berkeley/Albany	25.8
5	SR 24	EB	From: I-580 To:Fish Ranch Road	Oakland	28.5
6	I-580	SB	From: I-80/580 To: I-980/Hwy 24	Oakland	25.6
7	I-980	EB	From: I-880 To:SR 24/I-580	Oakland	28.5
8	I-238	EB	From: I-880 To: I-580	County/San Leandro	29.8
9	I-880	SB	From: Hegenberger To: Washington	San Leandro/Oakland	29.2

	Roadway	Dir.	Limits	Jurisdiction	Average Speed (mph)
10	I-880	SB	From: Washington To: A Street	County/Hayward	24.3
11	I-880	NB	From: Tennyson To: SR 92 (Jackson)	Hayward	18.2
12	I-880	NB	From: SR 92 To: Lewelling	Hayward	23.2
13	I-880	NB	From: Dixon Landing To: SR 262/Mission	Fremont	29.3
14	SR 92	WB	From: Clawiter To: Toll Gate	Hayward/County	27.1
15	SR 92	EB	From: Toll Gate To: I-880	Hayward/County	27.5

Note: Based on surveys taken during the p.m. peak period (4 p.m. to 6 p.m.) in September/October, 1992, unless otherwise noted.

FREEWAY-TO –FREEWAY CONNECTOR

Ramp Connection	Jurisdiction	Length (miles)	Average Speed	Free Flow Speed
I-80 SB to I-580 EB*	Oakland	0.30	18.7	45.0
I-580 WB to I-80 NB*	Oakland	0.21	16.0	45.0
I-680 SB to I-580 EB	Pleasanton	0.67	16.3	35.0
SR 13 NB to SR 24 EB	Oakland	0.35	14.4	45.0
I-580 WB; SR 24 WB to I-80 NB	Oakland	0.69	22.1	45.0

Note: Based on surveys taken during the p.m. peak period (4 p.m. to 6 p.m.) in September/October, 1992, unless otherwise noted.

* Level-of-service condition was first reported during the 1991 surveys.

Table 7 — Level of Service "F" Arterial Segments
Alameda County CMP-Designated Roadway System

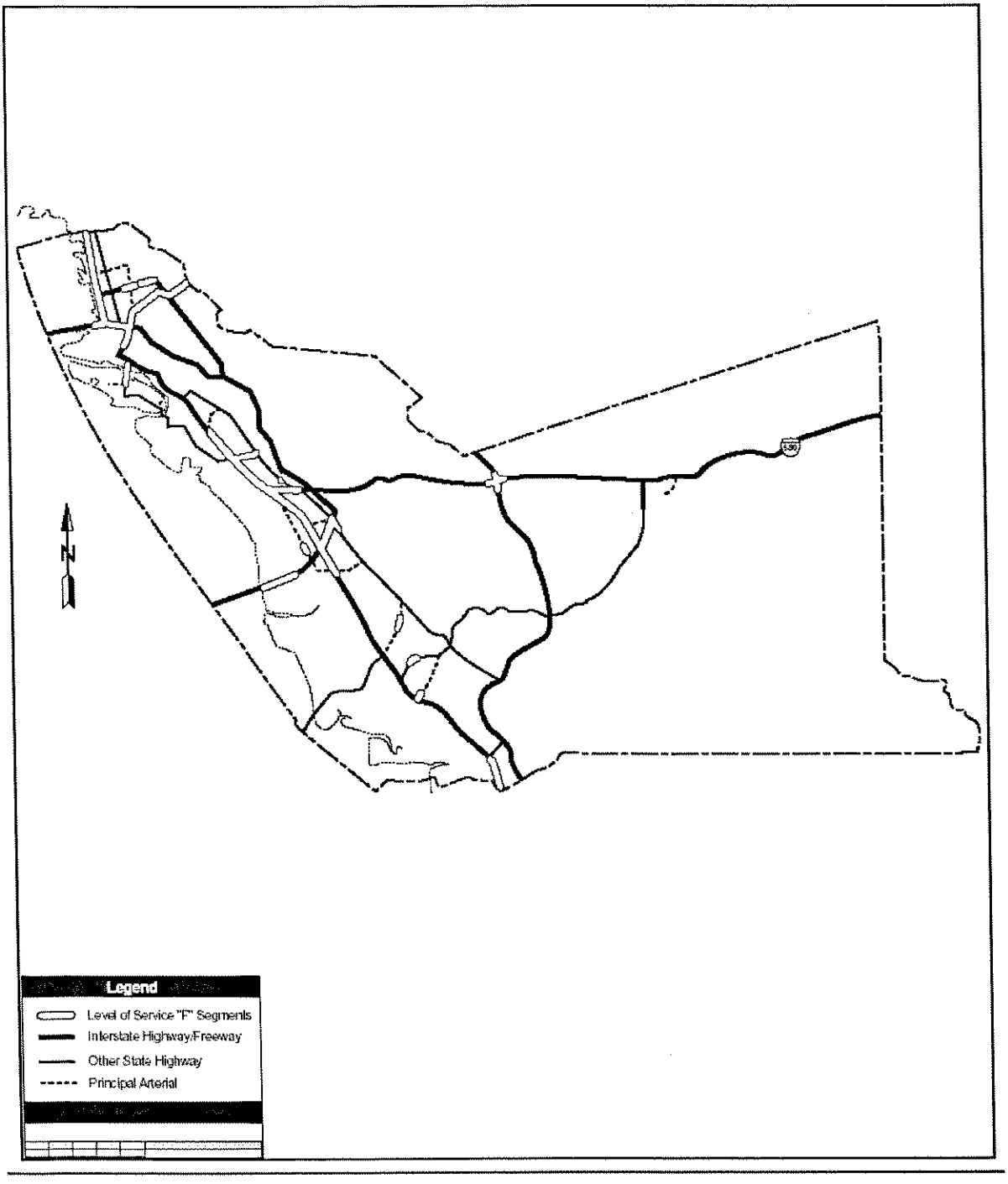
	ROADWAY	DIR	LIMITS	JURIS.	ARTERIAL CLASS	AVG SPEED (mph)
1	SR 13 - Ashby Ave.	WB	From: Telegraph To: Shattuck	Berkeley	III	8.7
2	SR 13 - Ashby Ave.	WB	From: Shattuck To: MLK, Jr. Way	Berkeley	III	9.3
3	SR 13 - Ashby Ave.	EB	From: College To: Domingo	Berkeley	III	6.8
4	SR 123 - San Pablo Ave.	SB	From: Park Avenue To: 35th Street	Emeryville/ Oakland	II	9.4
5	SR 260	SB	From: 7th/Webster To: Atlantic	Oakland/ Alameda	I	12.3
6	SR 238 - Mission Blvd.	NB	From: Sycamore To: Jackson	Hayward	II	8.8
7	SH 92 (Jackson St.)	EB	From: I-880 To: Winton	Hayward	II	8.6
8	SH 92 (Jackson St.)	EB	From: Winton Ave. To: Mission	Hayward	II	4.5
9	Hesperian Blvd.	NB	From: La Playa To: Winton	Hayward	I	11.1
10	Hesperian SB	SB	From: 14th St. To: Fairmont	San Leandro	II	9.9
11	Hesperian Blvd.	SB	From: Spring lake To: Lewelling	Unincorp	II	9.6
12	SR 112 (Davis St.)	WB	From: I-880 To: San Leandro Blvd.	San Leandro	II	5.2
13	Decoto Road	WB	From: Union Square To: Alvarado-Niles	Union City	II	8.6
14	SR 84 (Fremont Blvd.)	WB	From: Peralta Blvd To: Thornton Ave.	Fremont	II	7.2
15	Mowry Avenue	EB	From: I-880 To: Farwell Dr.	Fremont	II	9.6

Note: Based on surveys during the peak period (4 to 6 p.m.) in July-August and October, 1991.

Table 8 — Level-of-Service Trends on the CMP-designated System (P.M. Peak Period)

				MILES PER HOUR									
ROAD	DIR	LIMITS	DIST. (mi.)	'91 Aug	'91 Oct	'92	'94	'96	'98	'00	'02	'04
I-80	EB	Bay Bridge Tollgate to Contra Costa line	6		23	20	22	21	20	27	19	32
I-80	WB	Contra Costa line to Bay Bridge Tollgate	6	26	25	24	23	25	28	18	22	28
I-580	EB	I-238 to I-205	31	-	56	55	55	55	na	41	31	34
I-580	WB	I-205 to I-238	31	-	57	56	57	61	na	55	55	60
I-580	EB	I-80 to I-238	16	-	53	52	44	53	60	63	55	43
I-580	WB	I-238 to I-80	16	-	58	55	51	52	61	63	60	57
I-680	NB	Scott Creek Rd. to Alcosta Blvd.	21	-	58	57	57	52	51	58	51	42
I-680	SB	Alcosta Blvd. to Scott Creek Rd.	21	-	59	58	55	61	67	63	62	66
I-880	NB	Dixon Landing Rd. to I-980	30	42	45	44	43	46	38	48	38	49
I-880	SB	I-980 to Dixon Landing Rd.	30	47	43	40	38	46	50	49	41	37
SR 13	NB	Mountain Blvd to Hiller Dr.	6	51	54	50	49	48	53	51	50	35
SR 13	SB	Hiller Dr. to Mountain Blvd	6	57	56	59	53	47	59	59	55	54
SR 24	EB	I-580 to Fish Ranch Rd.	5	29	30	29	30	24	39	33	21	40
SR 24	WB	Fish Ranch Rd. to I-580	5	53	54	58	54	50	60	57	61	59

Figure 8 — Level-of-Service "F" Roadway Segments



Note: These segments, which operated at LOS F in 1991, the first year of the Congestion Management Program, are grandfathered from CMP requirements for preparation of a deficiency plan. However, being grandfathered does not exempt these roadways from analysis and mitigation for purposes of satisfying the California Environmental Quality Act or the National Environmental Policy Act or as part of the Land-Use Analysis Program.

CHAPTER FOUR

Performance Element

Congestion management agencies must evaluate how well their transportation systems are doing in meeting their CMP objectives of reducing congestion and improving air quality.[1] Specifically, the CMP must contain performance measures that evaluate how highways and roads function, as well as the frequency, routing and coordination of transit services. The performance measures should support mobility, air quality, land-use and economic objectives and be used in the various facets of the CMP.

Combined with roadway level-of-service standards, the performance element will provide a basis for evaluating whether the transportation system is achieving the broad mobility goals in the CMP. These include development of the Capital Improvement Program, analysis of land-use impacts and the preparation of deficiency plans to address problems. The integration of these CMP elements may occur in the future after some experience implementing the performance element. For the 2005~~4~~ CMP, implementation of the performance element will help the CMA prioritize projects for funding and development of management and operations strategies.

The Legislature intended for the performance element to include new performance measures in addition to roadway level of service and transit routing, frequency and service coordination. However, only the roadway level-of-service standards will be used to trigger the requirement for a deficiency plan.

Guiding principles for use in the development of the Performance Element that were adopted by the CMA Board include the following:

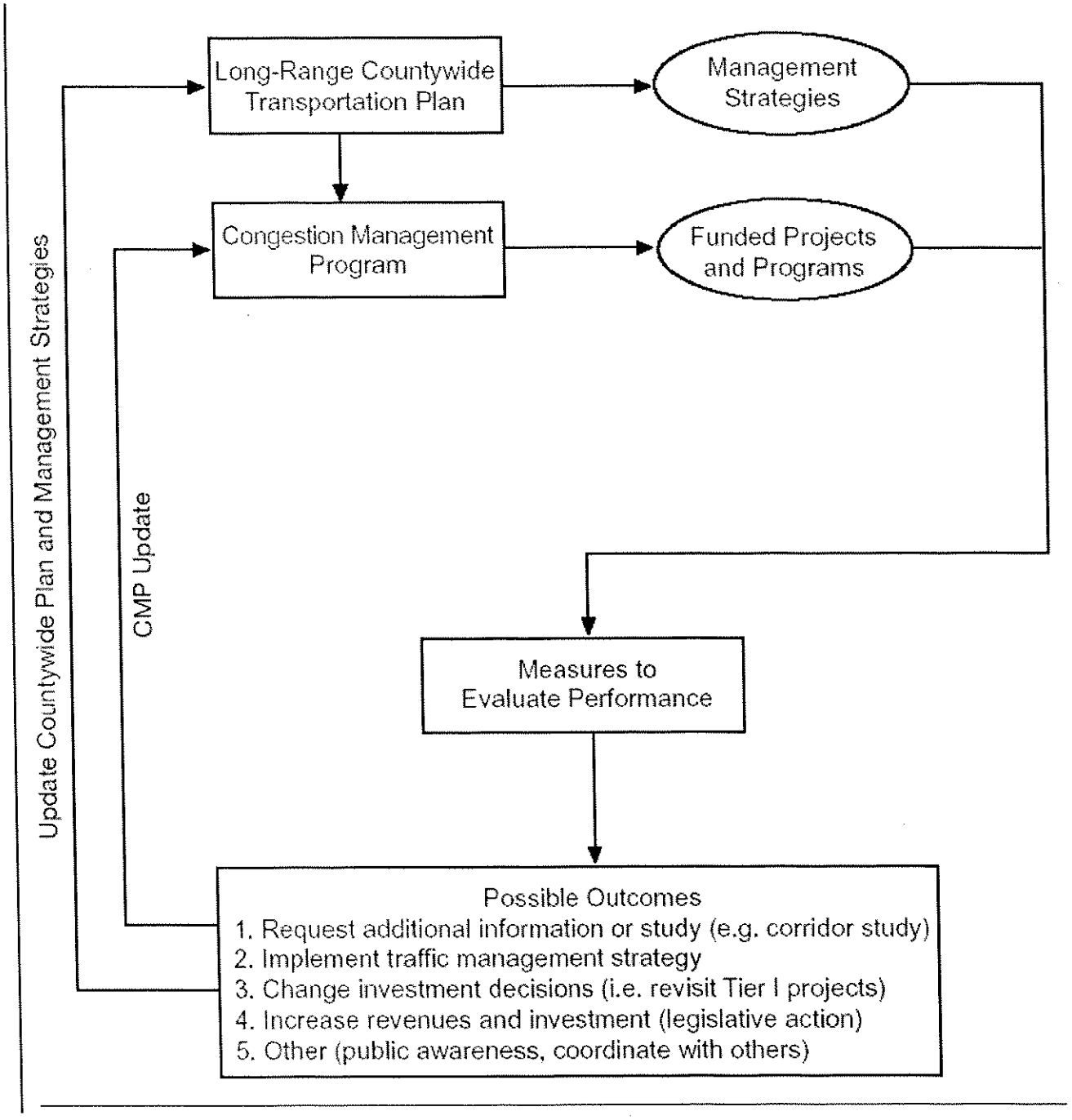
- Keep it simple and manageable.
- Be cost-effective, relying on available data and established monitoring processes.
- Use the CMA's long-range transportation goals and MTC's multimodal programming criteria as a philosophical framework.
- Use measures that can be presented in easy-to-understand and consumer-oriented terms.
- Consider an array of measures since one measure will not serve all needs.
- Satisfy state (AB 1963) and federal (ISTEA and TEA-21) requirements.

RELATIONSHIP TO ALAMEDA *COUNTYWIDE TRANSPORTATION PLAN*

The philosophical framework envisioned for the performance element is to relate performance measures to the (1) goals and management strategies in the 2004~~1~~ *Countywide Transportation Plan* and (2) policies set forth in the CMP. Figure 9 shows how the performance element relates to other responsibilities of the CMA. Table 9 shows the relationship between performance measures and the long-range goals

[1] California Government Code Section 65089(b)(2)

Figure 9 — How Performance Measures are used in the CMP



adopted by the CMA Board. Measures of the performance of the transportation system will provide feedback on the effectiveness of management strategies and investment decisions.

PERFORMANCE MEASURES

Performance measures to be used are listed in Table 9. The measures encompass all modes of transportation. Peak and off-peak travel periods are considered for typical weekdays. Measurements of current conditions rely primarily on available data and established data collection processes.

During the 1995 update of the countywide travel model, the model was tested for applicability to forecast additional performance measures. These include:

- person trips by mode,
- vehicle volume by roadway segment,
- vehicle miles traveled by facility type,
- modal share,
- volume-to-capacity (v/c) ratios by facility type,
- vehicle hours of travel by facility type,
- lane miles by v/c ratio, and
- capital costs.

The Model Update Report also recommended some additional measures that could be implemented with additional work. These include:

- person miles traveled by mode,
- passenger boarding by operator or line,
- travel time by mode,
- travel speed by mode,
- key trip interchange travel time by mode,
- vehicle hours of delay by facility type,
- duration of congestion by facility,
- households within target drive time of employment center,
- households within target transit time of employment center,
- time spent in congestion, and
- transit accessibility.

A more detailed description and definition of each adopted performance measure is presented below.

Acceptability of Data

A suggested approach to ensure that data collection methods are acceptable to the CMA is described in "Establishing the Existing Level of Service for the Alameda County CMP-designated Roadway System".[2] This applies to speed and travel time data. An ongoing process will be necessary to review definitions and methods to ensure that the information is collected in a consistent manner prior to use in trend analyses.

System Definition

While the statutes clearly require designation of a CMP system for purposes of level-of-service monitoring, they provide no guidance for the selection of a system for the performance element.

[2] Abrams Associates, November 26, 1991

Table 9 — Performance Measures

PERFOR-MANCE MEASURE	LONG-RANGE GOAL	OBJECTIVE IN STATUTE	REQUIRED DATA	HOW RESULTS CAN BE USED	CAUTIONARY NOTES CONCERNING USE OF THE DATA
Average Highway Speeds	Improve Mobility Air Quality	Mobility Air Quality	Current Requirement Average speeds on CMP network	Level of Service determinations. Trigger Deficiency Plans. Evaluate direct effectiveness of projects in relieving congestion.	Adequate for determining CMP conformance. Caution in use as a measure of mobility.
Travel Time Transit, Highways, HOV Lanes	Improve Mobility Increase Transit Use Improve Air Quality	Mobility Air Quality Land Use	Average travel time between selected origin-destination pairs. Obtain from annual level-of-service monitoring data and transit schedules	Useful in analyzing trends, comparing alternatives or as an evaluation of the effectiveness of the Countywide Transportation Plan. Problems can be spotted for targeted investment. Can compare travel times via roadway and transit along major corridors.	Caution in a reliance on data collected on a few days each year which is not always representative of conditions throughout the year.
Duration of Traffic Congestion	Enhance Economic Vitality (Expedite freight movement)	Economic Air Quality	Hours of Congestion at key locations	Could be used as trigger for certain traffic management strategies to contain congestion to normal peak periods to maintain smooth truck travel during mid-day.	Caution in a reliance on data collected on a few days each year which is not always representative of conditions throughout the year.
Roadway Maintenance	Ensure serviceable operation of existing facilities	Economic	MTC's Pavement Condition Index	$ Amount of maintenance backlog for MTS roadways. Useful in guiding investment decisions for roadway maintenance needs.	Reliability dependent on subjective assumptions made by local agency staff. Assumptions can change annually depending on staff person conducting the estimate.
Roadway Accidents on Freeways	Improve mobility, Ensure serviceable operation of existing facilities	Mobility Air Quality	Number of accidents/ number of miles; From Switter/ TASIS System	Identify safety issues. Useful in guiding investment decisions.	Data not available for local streets/roads. Accidents may not be caused by physical facilities.

PERFOR-MANCE MEASURE	LONG-RANGE GOAL	OBJECTIVE IN STATUTE	REQUIRED DATA	HOW RESULTS CAN BE USED	CAUTIONARY NOTES CONCERNING USE OF THE DATA
Completion of Countywide Bike Plan	Improve Mobility, Air Quality	Mobility Air Quality	Miles and Percent Completion of Bikeway Plan	Progress toward a connective system of countywide bikeways	Does not reflect actual use of bicycle facilities.
Transit Routing	Improve transit access and Increase transit use	Mobility Air Quality Land Use	Current CMP requirement	To determine area coverage and proximity of transit service to residential areas and job centers.	Proximity to transit stops or stations is an important indicator of accessibility; however, the data is difficult to collect.
Transit Frequency	Improve transit access and Increase transit use	Mobility Air Quality Land Use	Current CMP requirement Number of lines operating at each frequency level	To determine convenience of transit service.	
Coordination of Transit Service	Improve transit access and Increase transit use	Mobility Air Quality	Current CMP requirement	To determine reliability and convenience for travelers connecting between services.	Current CMP requirement does not provide much information.
Transit Ridership	Increase transit use	Economic Air Quality Land Use	Number of patrons	Trend analysis; comparison between operators	Does a loss of transit ridership indicate that investment in transit should increase or decrease?
Transit Vehicle Maintenance	Ensure serviceable operation of existing facilities	Air Quality	Mean time between Service Delays (BART) and Miles between Mechanical Road Calls (AC, LAVTA, Union City Transit)	Trend analysis; comparison between operators. Transit agencies have internal standards for comparison and investment allocation decisions.	

The Metropolitan Transportation System is proposed for use in the Performance Element. The Metropolitan Transportation System is recognized by MTC in the context of programming decisions as well as in estimating roadway maintenance needs. The Metropolitan Transportation System is also recognized by the CMA in the Land-Use Analysis Program as the focus of transportation analyses.

Description of Performance Measures

Average Highway Speeds

As currently measured by the CMA, this is the average travel speed of vehicles over specified segments measured in each lane during peak periods. This measurement is made a sufficient number of times to produce statistically significant results.

Travel Time

Calculated for up to 10 pairs of origins and destinations (O-D) using floating car data to determine average roadway travel time and transit time between these O-D pairs. These O-D pairs will reflect major corridors in Alameda County.

Duration of Traffic Congestion

As defined by Caltrans, this is the period of time during either the a.m. or p.m. peak that a segment of roadway is congested (average speed is less than 35 m.p.h. for 15 minutes or more). Data are collected by Caltrans from floating car runs conducted in April/May and September/October each year and reported annually. The CMA may be able to collect similar data on the remainder of the CMP network by conducting floating car runs earlier or later, where necessary, to observe the beginning and ending of the congested period.

Roadway Maintenance

As defined by MTC, this is based on the roadway Pavement Condition Index (PCI) used in MTC's Pavement Management System. The PCI is a measure of surface deterioration on streets and roads.

Roadway Accidents

The number of accidents per one million miles of vehicle travel. The data is collected by Caltrans as a part of the State Switter/TASIS System.

Percent of Countywide Bike Plan Completed

Will be measured in terms of the number of miles and the percentage completed of the countywide bikeway plan.

Transit Routing

Refers to both the pattern of the transit route network (e.g., radial, grid, etc.) and the service area covered (e.g., percent of total population served within one-quarter mile of a station/bus stop or percent of total county served, etc.). Measurement of routing performance may be applied at the corridor or screenline level, to give operators flexibility in locating service routes.

Frequency of Transit Service

Refers to the headway, which is the time between transit vehicles (e.g., one bus arrival every 15 minutes). Service should be frequent enough to encourage ridership, but must also consider the amount of transit ridership the

corridor (or transit line) is likely to generate, as well as the capacity of the existing transit service in that corridor.

Coordination of Transit Service

Refers to coordination of transit service provided by different operators (e.g., timed transfers at transit centers, joint fare cards, etc.). Performance should be aimed at minimizing inconvenience to both the infrequent and frequent user. The information provided by transit agencies should address the questions: Is there coordination and how convenient is it?

Transit Ridership

The number of average daily passengers boarding or de-boarding transit vehicles in Alameda County.

Transit Vehicle Maintenance

AC Transit and the Livermore-Amador Valley Transit Authority refer to "Miles between Mechanical Road Calls" as a measure where mechanical road calls are defined as the removal of a bus from revenue service due to mechanical failure. BART and ACE have a related term known as "Mean Time Between Service Delays." Delays can be caused by personnel or by mechanical failures.

TRANSIT SERVICE PERFORMANCE MEASURES

The following transit service performance measures proposed for CMP purposes are derived from the service standards of the transit operators in the county as expressed in their short-range transit plans or other policy documents.

Performance Measures for Transit Frequency

Table 10 shows performance measures for bus and rail transit in Alameda County. These measures apply to both existing services and future year (proposed) services.

For ferry services from Alameda and Oakland to San Francisco, the frequency measure is one vessel per hour during the a.m. and p.m. peak periods.

There is currently no light-rail service in Alameda County. Light rail is being investigated as a service alternative by AC Transit for several corridors.

Performance Measures for Routing of Transit Services

Performance measures for routing and area coverage vary by transit operator. AC Transit bases its current and future year bus route spacing (the average distance between bus lines) on residential densities, the location of major activity centers, topography and street patterns. Route spacing in commercial areas is determined by location, level of activity and layout of the development, on a case by case basis.

For existing and future services, the Livermore-Amador Valley Transit Authority proposes the following performance measures:

- Ninety percent of the population should be within a one-half-mile radius of peak-period transit service, not including services with fewer than three trips in each peak period, and 80 percent of the population should be within a one-half-mile radius of midday transit service.

- Ninety percent of employment centers with 100 or more employees should be served by 30-minute peak-hour headways.

For existing and future services, Union City Transit proposes the following performance measures:

- Ninety percent of all land with three or more dwelling units per acre within one-quarter-mile of a transit route
- Ninety percent of major activity centers within one-eighth-mile of a transit route

BART proposes an existing and year 2010 load factor (i.e., the number of persons on board divided by the number of seats) of 1.15 during peak period and a load factor of 1.0 during off-peak hours. The average peak hour, peak direction transbay load factor for the four routes is 1.35.

Table 10 — Performance Measures for Frequency of Transit Service

	TIME OF DAY				
SERVICE TYPE	Peak	Midday	Night	Owl	Sat/Sun/Holiday
	(minutes between services)				
Bus					
Primary Trunk	15	15	30	60	15
Secondary Trunk	15	30	30		30
Local	30	30	60		60
Suburban Local	45	60			
Transbay Basic	15	30	60		60
Transbay Express	30				
East Bay Express	30				
BART Express Bus*	60				
Rail					
BART	3.75-15		up to 20 (off-peak)		
Ferries	60	60			60

* As of July 1, 1997, operating responsibility for BART express bus service was transferred from BART to local operators, i.e., LAVTA and County Connection, except for the service in the I-80 corridor. Responsibility for this service was transferred to WestCat on July 1, 1998.

Performance Measures for Coordination of Transit Service

A number of measures are in place to ensure coordination among transit operators. They include Senate Bill (SB) 602, legislation preceding SB 602, MTC Resolution No. 3055 (Inter-operator Transit Coordination Implementation Plan) and others. All transit operators in Alameda County will continue to implement the coordination projects required under these guidelines. The projects are specified each year in agreement among the operators and MTC. They relate to coordination of the following:

- fare
- schedule
- service
- public information
- marketing
- administration

Review Process

The CMA will prepare an annual transportation performance report for review by local agencies and transit operators prior to publication. The report will include the most current available data from the various agencies that will serve as sources of data; however, the CMA will accept performance data that is up to two years old. The report will be available prior to the time when the CMA prioritizes transportation improvements for inclusion into the Countywide Transportation Plan and *Regional Transportation Plan* (RTP).

Preparation of the transportation performance report is recommended for the April-May period to coincide with the development of the project prioritization for the *Countywide Transportation Plan*, which occurs in the spring of even-numbered years and the availability of the Caltrans' highway congestion monitoring data.

The transportation performance report will include estimates of population growth during the preceding year, available from the State Department of Finance. The 2003-04~~+~~ Performance Report is available upon request at the CMA offices.

LOCAL GOVERNMENT AND TRANSIT AGENCY RESPONSIBILITIES

To minimize cost, the CMA will rely on established data collection processes and regularly published reports for data. A list of established data collection efforts, by agency, follows:

Cities and County

- Pavement Management System data for the Metropolitan Transportation System (except Albany and Oakland)
- Countywide Bicycle Plan (County Public Works Department and CMA)

Transit Agencies

- Service Schedules, On-Time Performance
- Transit Ridership Routing (percentage of major centers served within 1/4-mile of a transit stop)
- Frequency (number of lines operating at each frequency level)
- Service Coordination (number of transfer centers)

- Average Time between Off-Loads (BART)
- Miles Between Mechanical Road Calls (AC Transit, LAVTA and Union City Transit) Mean Time Between Service Delays (BART and ACE)

MTC

- Roadway Maintenance Needs

Caltrans

- Freeway Speed Runs, Duration of Freeway Congestion
- Accident Rates on State Freeways

CMA

- Roadway Speeds on CMP, except freeways
- Travel Times for O-D pairs

COMPLIANCE AND CONFORMANCE

Local agencies are encouraged to provide PMS data to MTC or maintain their own database of maintenance needs on the Metropolitan Transportation System. However, there are no compliance requirements for local agencies or transit operators related to the Performance Element.

In the future, the CMA may consider the use of one or more performance measures in the development of:

- Land-Use Analysis Program - Tier II (review of cumulative effects of land developments)
- environmental studies for transportation improvements
- corridor studies
- development of the CMP Capital Improvement Program

CHAPTER FIVE

Travel-Demand Management Element

Continued economic and population growth in the Bay Area and Alameda County will place an increasing demand on the region's transportation system. Other chapters of Alameda County's Congestion Management Program focus on providing a sufficient supply of transportation facilities and services to meet projected demand. This chapter, on the other hand, focuses on "demand-related" strategies that are designed to reduce the need for new highway facilities over the long term and to make the most efficient possible use of existing facilities. This element also incorporates strategies to integrate air quality planning requirements with transportation planning and programming.

CONTINUING DEVELOPMENT

The establishment of regionwide travel-demand management programs continues to evolve. This element takes steps toward tailoring such programs to the needs of Alameda County.

State law[1] requires that the trip-reduction and Travel-Demand Management Element:

- promote alternative transportation methods, including but not limited to carpools, vanpools, transit, bicycles and park-and-ride lots;
- promote improvements in the balance between jobs and housing;
- promote other strategies, including but not limited to flexible work hours, telecommuting and parking management programs; and
- consider parking cash-out programs.

A parking cash-out program is defined as an employer-funded program under which an employer offers to provide a cash allowance to an employee equivalent to the parking subsidy that the employer would otherwise pay to provide the employee with a parking space.[2] "Parking subsidy" means the difference between the out-of-pocket amount paid by an employer on a regular basis in order to secure the availability of an employee parking space not owned by the employer and the price, if any, charged to an employee for use of that space. Furthermore, the parking cash-out programs apply to employers of 50 or more persons in air basins designated as "non-attainment" areas.[3]

The CMA and Bay Area Air Quality Management District (BAAQMD) are required to coordinate the development of trip-reduction responsibilities and avoid duplication of responsibilities between agencies. However, cities and other local jurisdictions can establish their own travel-demand management programs that go beyond what the CMA and BAAQMD

[1] California Government Code Section 65089(b)(3)

[2] Section 65088.1 of the Government Code and Section 43845 of the Health and Safety Code

[3] Section 43845 of the Health and Safety Code

develop, but they cannot require employers to implement an employee trip-reduction program unless the program is required by federal law.[4]

ALTERNATIVE TRANSPORTATION METHODS

Both the public and private sectors should encourage the use of alternatives to the single-occupant automobile. By reducing the number of vehicle trips during commute periods, congestion can be reduced and vehicle-miles traveled under congested conditions can be decreased, thereby improving air quality.

Switching to buses or trains, increasing the number of occupants in each vehicle (autos, vans, or buses), or increasing the number of people walking or bicycling will improve the efficiency of the transportation system, particularly during the system's peak demand periods.

The *Countywide Transportation Plan* recognizes the importance of alternative modes, especially transit, in the county's transportation system. One of the goals of the plan is to improve transit access and increase transit use. In order to accomplish this goal, the plan places a priority on securing a reliable source of funding for transit investment and operations.

The following policies and programs, undertaken cooperatively by local government, the CMA, MTC, BAAQMD, Caltrans and the private sector, are intended to: promote the use of transit, carpools, vanpools; increase average vehicle occupancy; encourage bicycling and walking as forms of transportation; and encourage telecommuting to reduce commute travel demand.

MAKING TRAVEL-DEMAND MANAGEMENT INTEGRAL TO CONGESTION MANAGEMENT

Historically, travel-demand management has been isolated from the planning and programming mainstream. It has not been an integral element of plans for capital improvement or system management. Nor have individual travel-demand management projects been appraised from a systems or corridor point of view. Figure 10 shows how travel-demand management activities can be conceptualized as an integral element of an overall strategy of congestion management. They overlap with transportation system management in coordinated implementation of high-occupancy-vehicle lanes and transit operating subsidies; and overlaps with capital improvements with investment in bicycle and pedestrian facilities, transit capital facilities and construction of high-occupancy-vehicle lanes as well as operational improvements to freeways and roadways.

[4] Section 40929, added to the Health and Safety Code by SB 437 (Lewis) states: 40929 (a) Notwithstanding Section 40454, 40457, 40717, 40717.1, or 407717.5, or any other provision of law, a district, congestion management agency, as defined in subdivision (b) of Section 65099.1 of the Government Code, or any other public agency shall not require an employer to implement an employee trip reduction program unless the program is expressly required by federal law and the elimination of the program will result in the imposition of federal sanctions, including, but not limited to, the loss of federal funds for transportation purposes. (b) Nothing in this section shall preclude a public agency from regulating indirect sources in any manner that is not specifically prohibited by this section, where otherwise authorized by law.

A BALANCED TRAVEL-DEMAND MANAGEMENT PROGRAM

A balanced program requires actions that would be undertaken by local jurisdictions, the CMA, MTC, BAAQMD, Caltrans and local transit agencies.

The following policies represent a framework of realistic expectations for proposed actions that should be taken by the CMA and local governments as well as complementary actions that should be taken by regional and state agencies. The basic principle of the program is that travel-demand management activities should be effectively integrated with the CMP so that capital investment, system management and demand management can produce results that make a cumulative contribution to the CMA's efforts to contain congestion, provide alternatives to solo driving and sustain progress toward clean air.

Local Governments

Local governments should adopt site-design guidelines that enhance transit, pedestrian and bicycle access. They should also work with transit agencies to establish bus shelters which display easily understood information about routes and schedules.

The CMA

The CMP should provide a framework for integrating demand management, system management and capital investment in an overall strategy for containing congestion, reducing vehicular emissions and providing attractive alternatives to solo driving.

The CMA's funding policies should encourage multi-jurisdictional projects such as SMART Corridors to promote seamless operations across jurisdictional boundaries, a multimodal approach to system management and system efficiency and safety.

MTC, CMA and BAAQMD

The CMA should seek maximum flexibility for providing its share of ridesharing funding. Historically, the CMA and MTC have funded the regional rideshare program.

Transit Agencies

Transit operators should continue to work with each other to develop cooperative plans for the coordination of line-haul and feeder services.

Transit agencies should work with Caltrans to develop cooperative plans for high-occupancy-vehicle-lane express bus service and with local governments to establish bus shelters that include clear route and schedule information.

ALAMEDA COUNTY TRAVEL-DEMAND MANAGEMENT PROGRAM

The travel-demand management program as shown in Table 11 includes four elements:

- a Required Program, which includes those actions local government *must* take in order to comply with the CMP;
- a Countywide Program, which includes those actions the CMA will take to support and supplement local efforts;
- a Regional Program, which includes those actions state and regional authorities should take to support travel-demand management programs areawide; and

- the Comprehensive Program includes all of the actions above, plus others that can be recommended for employers on an entirely voluntary basis.

Funding sources, lead agency and other partners are provided for each element. Taken together, the program represents a fiscally realistic program that would effectively complement the CMA's overall Congestion Management Program.

Required Program

The Required Program requires that local jurisdictions adopt and implement guidelines for site design that enhance transit, pedestrian and bicycle access. This requirement can be satisfied by a local jurisdiction through:

- adoption and implementation of design strategies for encouraging alternatives to auto use through local development review prepared by ABAG and the BAAQMD.
- adoption and implementation of new design guidelines that meet the individual needs of the local jurisdiction and maintain the intent of the Travel-Demand Management Element to reduce the dependence on single-occupant vehicles.
- demonstration that existing policies meet the intent of the Travel-Demand Management Element to reduce the dependence on single-occupant vehicles.

In order to ensure consistency among all jurisdictions, a Travel-Demand Management Checklist was prepared identifying components that should be included in local design guidelines (Appendix D). The checklist was approved by the Board upon recommendation from ACTAC.

Local jurisdictions are also required to implement capital improvements that contribute to congestion management and emissions reduction. This requirement can be satisfied by participation in the state Transportation Fund for Clean Air and federal Surface Transportation Program and CMAQ programs. The Capital Improvement Program incorporates numerous project types and programs that are identified in the Transportation Control Measures Plan. The TCMs are listed in Appendix E.

Countywide Program

The Countywide Program includes actions by the CMA to support the efforts of local jurisdictions. Financial incentives such as the Parking Cash-out Program, the Guaranteed Ride Home program, and support of telecommuting have been undertaken by the CMA. In order to further support alternative methods of transportation the CMA will embark on the Dynamic Ridesharing Pilot Project. The program will examine if "instant carpool matching" is acceptable to the public and cost effective.

Regional Program

The Regional Program includes actions by MTC, BAAQMD and Caltrans to meet areawide needs. The regional program focuses primarily on financial support for those activities that ensure coordinated transit, high-occupancy-vehicle utilization, development and/or maintenance of park and ride lots, implementation of ramp metering and arterial improvements, Americans with Disabilities Act, and bicycle and pedestrian improvements.

Comprehensive Program

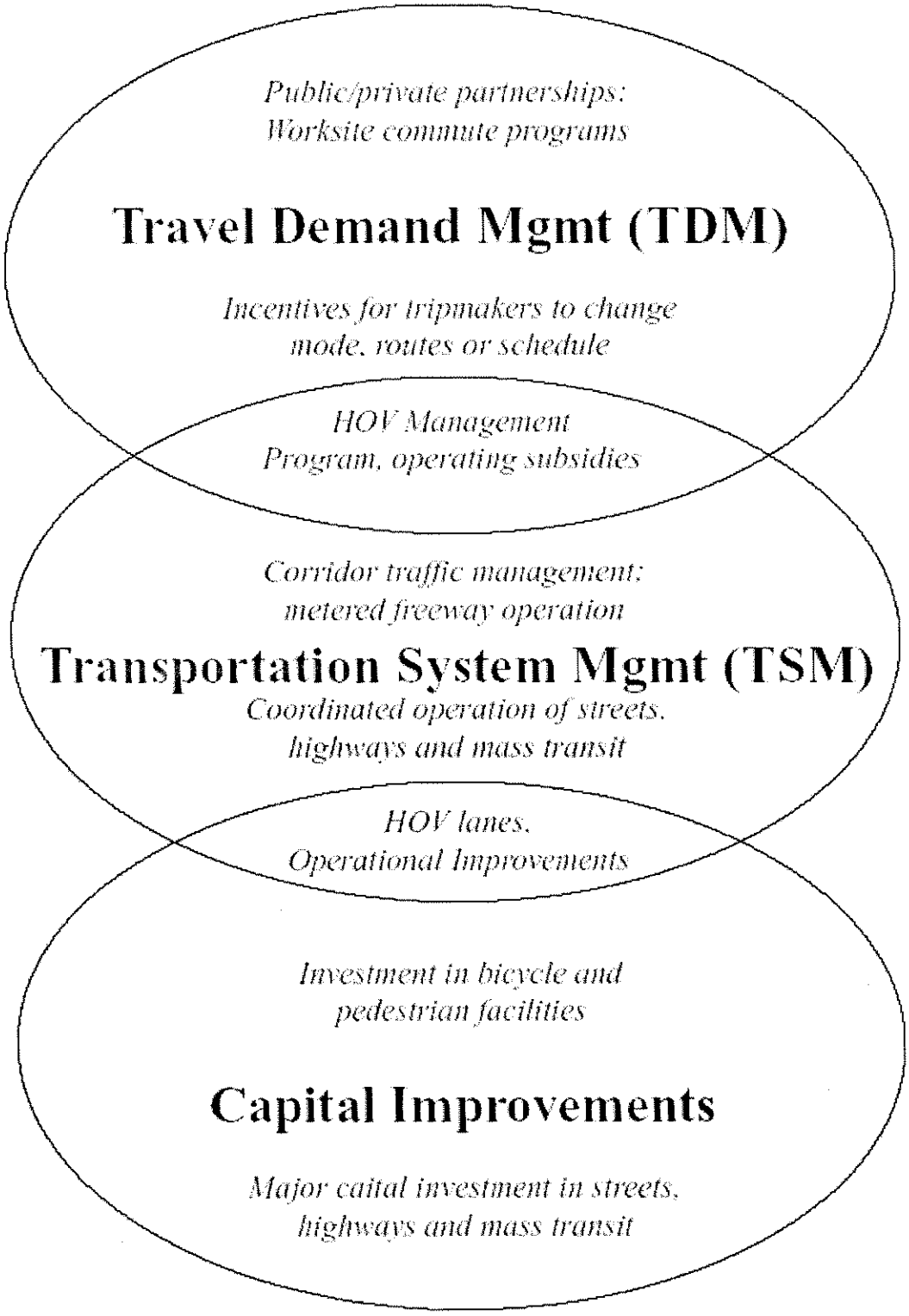
In recognition that the private sector also has a role in travel-demand management, elements of the Comprehensive Program includes those actions that employers may take on a voluntary basis to promote and encourage alternative modes of travel.

Table 11 — Alameda County Travel-Demand Management (TDM) Program

ELEMENTS	FUNDING SOURCES	LEAD AGENCY	OTHER PARTNERS
The Required Program			
This program includes those actions local government must take to comply with the CMP, namely, the implementation of:	NA	Local	Planners and developers
Site-design guidelines that enhance transit/ pedestrian/bicycle access	TFCA, TSM, STP and FCR	Local, CMA	Neighboring cities, management and transit agency, cyclists
Capitol improvements that contribute to congestion relief and emissions reduction			
The Countywide Program			
This Program includes those actions the CMA will take to support and supplement the efforts of local government:			
Guaranteed ride home	TFCA	CMA	Taxis, other providers
Dynamic Ridesharing Pilot Project	FHWA	CMA	BART, MTC, Envin. Def.
Financial incentives for ridesharing and transit use	TBD	CMA	Local, employers
Telecommuting program	TBD	CMA (ABAG)	Local, employers
Support a long-term, stable and reliable source of funding for transit investment and operations	TBD	MTC, transit operators, CMA	Local

ELEMENTS	FUNDING SOURCES	LEAD AGENCY	OTHER PARTNERS
The Regional Program			
This program includes those actions state and regional authorities should take to meet areawide needs:			
Cooperative funding for regional ride-matching	TFCA, TDA Planning	CMA/AQMD/ MTC	Employers
Regional ride home (to complement county program)	TFCA	MTC	CMA
Funding to implement transit coordination	STA, STP, TFCA	MTC	Transit operators
Funding for coordinated implementation of high-occupancy-vehicle lanes, express bus service and park-and-ride facilities	CR, TSM, STP, STA	Caltrans/MTC	Transit operators, CMA, local
Cooperative implementation of ramp metering and arterial improvements	TSM, STP	Caltrans	MTC, CMA
The Comprehensive Program			
This program includes all of the actions above, plus the voluntary efforts of employers other than city/county:			
Support Employer Transportation Managers Network	TFCA	Local	Local, employers
Transportation information for new employees	Private	Employers	Voluntary
Preferential parking for carpools, bicycles	Private	Employers	Voluntary
Flexible working hours	Private	Employers	Voluntary
Implementation of shuttle services where needed	TFCA	Employers/ Local	Voluntary by cities, employers

Figure 10 — Travel-Demand Management Strategy for Congestion Management



FUNDING OF TRIP-REDUCTION PROGRAMS

Transportation for Clean Air Funds[5]

These laws permit the BAAQMD to collect a fee (up to $4 per vehicle per year) for reducing air pollution from motor vehicles and for related planning and programs. The bill specifies the types of programs the fees may be used for as described below:

- implementation of ridesharing[6] programs;
- purchase or lease of clean-fuel buses for school districts and transit operators;
- provision of local feeder bus or shuttle service to rail and ferry stations and to airports;
- implementation and maintenance of local arterial traffic management, including but not limited to signal timing, transit signal preemption, bus-stop relocation and "smart streets";
- implementation of rail-bus integration and regional transit information systems;
- implementation of low-emission and zero-emission vehicle programs and of demonstration projects in telecommuting (with some restrictions) and in congestion pricing of highways, bridges and public transit.
- implementation of smoking-vehicles program;
- implementation of an automobile buy-back scrappage program operated by a governmental agency;
- implementation of bicycle facility improvement projects that are included in an adopted countywide bicycle plan or congestion management program; and
- the design and construction by local public agencies of physical improvements that support development projects that achieve motor-vehicle emission reductions. The projects and the physical improvements shall be identified in an approved area-specific plan, redevelopment plan, general plan or other similar plan.

The air-quality legislation references the trip-reduction requirement in the CMP legislation and states that congestion management agencies in the Bay Area that are designated as Transportation Fund for Clean Air program managers "shall ensure that those funds are expended as part of an overall program for improving air quality and for the purposes of this chapter (the CMP Statute)." The Air District has interpreted this language to allow a wide variety of transportation control measures—including expansion of eligible transit, rail and ferry projects—to be eligible for funding.

The Transportation Fund for Clean Air requires the Air District to allocate 40 percent of the revenue to an overall program manager(s) in each county. The CMA has been designated the overall program manager in Alameda County. The CMA has developed a program that allocates the funds as follows:

[5] Incorporating the provisions of AB 414 [1995] and AB 434 [Sher; Statutes of 1991]

[6] Ridesharing means carpooling, vanpooling or transit. Other trip-reduction projects, consistent with the county's adopted CMP, are also eligible (e.g., police bicycle patrol projects).

- a maximum of five percent of the funds for program implementation and administration.
- seventy percent of the remaining funds to be allocated to the cities/county based on population with a minimum of $10,000 to each jurisdiction; city/county population will be updated annually based on State Department of Finance estimates.
- thirty percent of the remaining funds allocated to transit related projects; all eligible applicants may apply for these funds for transit related projects.
- a city or the county, with approval from the CMA Board, may choose to roll its annual "70 percent" allocation into a future program year; any 70 percent funds not used by a city/county will be added to the available funds for the current year discretionary program.
- with approval from the CMA Board, a local jurisdiction may request programming of a multi-year project using its current and projected future year share of the 70 percent funds.

Surface Transportation Program

Surface Transportation Program funds are administered by MTC via the CMA. For travel-demand management purposes, the following projects could be eligible for Surface Transportation Program funds: highway projects including high-occupancy-vehicle lanes, signalization, transit projects, and bike and pedestrian projects.

Congestion Mitigation and Air Quality Improvement Program

Congestion Mitigation and Air Quality funds are administered by MTC via the CMA. For travel-demand management purposes, projects that are eligible include those types of transportation projects that improve air quality, such as ridesharing, bicycle and pedestrian projects.

PARKING CASH-OUT DEMONSTRATION PROGRAMS

A demonstration financial incentives program for public agencies was implemented in Alameda County in 1997 for one year. The program was implemented in four different areas of Alameda County—in the cities of Pleasanton, Oakland and Albany, and Alameda County—either for all employees or targeted work sites. In addition, in 1995 a similar program was implemented at the Lawrence Berkeley National Laboratory for a one-year period. The results for this program are not presented separately in this CMP, but are summarized in previous CMPs.

The purpose of the demonstrations was to provide opportunity for employees to choose alternative ways to get to work other than driving alone, to study the effectiveness of the program and to find out whether increasing the incentives available made a difference in program participation. The ultimate goal was to reduce single-occupant vehicle use.

The results showed that there is potential for changing commute choices if continuous sources of revenues could be found. Based on the results of these demonstration programs and guidelines developed by the California Air Resources

Board, policies will be developed to guide the CMA's implementation of this component of the CMP. Although this section of the CMP describes programs that are funded by Transportation Funds for Clean Air and the state Petroleum Violation Escrow Account, it should be noted that other jurisdictions in Alameda County provide transit subsidies or other types of financial incentives to their employees (e.g., city of Alameda, city of Pleasanton, city of Hayward STRIDES Program). More information on the results of the program and its implementation are available from the CMA.

Description and Results of 1997 Program

The cities of Albany, Oakland, and Pleasanton and Alameda County offered financial incentives ranging from $1.50 per day to $2.50 per day or Commuter Check transit vouchers to encourage employees to use an alternative to driving alone to work. All sites were located within one-quarter mile of transit and offered connections to BART. Free parking was available at all sites except three of the four Alameda County sites. Parking was at capacity at all sites except Albany. All agencies offered some travel-demand management-type element to encourage employees to not drive alone (e.g., flexible work hours, commuter matching services, Commuter Checks, telecommuting, bikes on-site), but only the city of Pleasanton offered a comprehensive travel-demand management program that included all of the above as well as a financial incentive.

Financial Incentive Program Results

The results showed that a minimal financial incentive encouraged people to carpool, take transit, bicycle or walk to work instead of driving alone. As shown in Table 12, 16 to 20 percent of the Albany, Oakland and Alameda County participants changed their commute behavior after the implementation of the program. This is a three- to eight-fold increase over baseline participation. (It should be noted that all jurisdictions had some employees using alternative modes before the inception of the program, which ranged from three to five percent for the three agencies that did not have established programs and 40 percent for Pleasanton, which did.)

Pleasanton was the exception; they actually showed a decrease in participation for this study year. But overall, Pleasanton's program can be considered a success based on the increase in employee participation since the program started in 1993. Employee participation in 1999 was seven times more than in 1993, and a 100 percent increase has been observed between 1997 and 1999. And Pleasanton's program had a higher percentage of employee participation with their existing financial incentive of $1.50 per day and a comprehensive travel-demand management program than the other agencies realized with financial incentives alone, which could indicate that the level of participation can be doubled with a more comprehensive travel-demand management program.

Small Investment Provides Good Return

The program resulted in savings in number of commute trips, gasoline and fuel costs as shown in Table 13. Between 4,900 and 20,625 commute trips per year were saved, depending on the location. This corresponds to an annual fuel cost savings of $4,500 to around $17,000 for each agency participating. Converted into personal gain for each participant, the total annual benefit per participant including fuel

costs and amount paid to each participant ranged from approximately $270 to $400 per year per participant. This would appear to indicate that, with a small investment, a lot is gained in terms of reducing congestion and stress and improving air quality.

Transit Accessibility and Effectiveness of Financial Incentives

Access to transit has an impact on the success of financial incentive programs. Examples in three of the jurisdictions appear to support this conclusion. Albany observed that the majority of participants rode their bicycle, walked or took short transit trips. Comments received from Albany employees indicated that longer distance trips required too many transfers. Faced with available free parking and too many transfers, these employees chose to drive alone.

With the opening of the Dublin/Pleasanton BART station in 1997 and ACE Commuter Rail in 1998, Pleasanton observed a substantial increase in participants in their program using these transit services instead of their cars to get to work.

Oakland worked with AC Transit to relocate a bus stop in front of the site. While it is not certain if the increased participation at the Oakland site was due to the bus stop relocation or the financial incentives program or both, there was an increase in participation with program implementation.

What if 20 Percent of All Alameda County Employees Participated?

In order to explore the full effectiveness of financial incentive programs, staff asked the question, "What if 20 percent of all Alameda County employees participated in financial incentive programs?" Using reasonable assumptions for number of employees and gas costs and applying what was learned from the 1997 demonstration program, 145,000 employees could be expected to participate in a financial incentives program in Alameda County at an annual cost of $40 million to 60 million. However, 24 million gallons of fuel would be saved at savings of about $44 million dollars. Further, applying the BAAQMD's guidelines for estimating emissions reduction, such participation would reduce pollution by more than 200,000 tons a year, and daily vehicle commute trips could be reduced by about 10 percent.

What Can be Done Next?

Based on the results of the demonstration program, financial incentives programs appear to have potential for reducing congestion and improving air quality for a small investment if it could become funded through a continuous revenue stream. The CMA is not able to mandate these types of programs, so implementation is encouraged in the following ways.

Public Agencies

For public agencies, communities are encouraged to internalize the incentive program through the General Fund or other dedicated funding source. The program could be added as an employee benefit, although the CMA recognizes that this could be difficult in some cities, particularly those with unions.

Private Sector

The program could be encouraged in the private sector as part of the project development review

process for new development. And it could be coupled with other CMA programs such as the guaranteed ride home program, which offers the insurance that those commuting by an alternative mode are guaranteed a ride home.

The future of new programs as well as ongoing ones is uncertain. Beginning with the 1996-97 program, BAAQMD no longer allows Transportation Fund for Clean Air funds, formerly known as AB 434, to be used for direct subsidies to employees, including parking cash-out programs. Although the city of Pleasanton is continuing with their program without Transportation Fund for Clean Air funding, it will be subject to review and approval by the city council as a part of the annual budget review. Other jurisdictions have indicated their intent to try and find ways to continue the program, but funds were not committed and the programs were eliminated.

CONGESTION PRICING STRATEGIES

The Alameda County CMA secured funding from MTC, Caltrans and the Federal Highway Administration to conduct a feasibility study for a high-occupancy toll (Hot) lane in the I-680 corridor. The study evaluated a number of pricing options and analyzed a number of key factors such as physical constraints, institutional opportunities and constraints, operational issues and revenue potential. The Study concluded in April 2003, found that a Hot lane would be operationally, physically and financially feasible. ~~The CMA Board approved pursuing funding for and implementation of a three demonstration project in the southbound direction.~~AB 2032 (Dutra, 2004) authorized implementation of the I-680 HOT lane (also known as Smart Carpool Lane). The project is currently in the environmental and preliminary design phase. The legislation also approved a second HOT lane in the County. The site has not yet benn selected.

In addition to the I-680 three-year demonstration project, the CMA will investigate the following pricing concepts: free transit on Spare the Air days, off-peak transit fare discounts, and parking ticket surcharges by Alameda County jurisdictions with revenues to be used for transit.

COMPLIANCE/CONFORMANCE

The CMA must annually monitor conformance with the adopted CMP.[7] Among other requirements, the CMA must determine if each city and the county has adopted and implemented a trip-reduction and travel-demand ordinance. In the early 1990s, a transportation control measure in the region's Clean Air Plan required employers with 100 or more employees to conduct activities to encourage an increase in the use of alternatives to driving alone. BAAQMD oversaw implementation of this program; however, later legislation prohibited mandatory employer-based trip-reduction programs.[8] The CMA therefore cannot require such programs in determining whether cities or the county are in compliance with the CMP.

Local jurisdictions shall have until September 1 of each year to adopt and implement the Required Program, which focused on adoption and implementation of site-design guidelines and adoption and implementation of a capital improvement program.

[7] Government Code Section 65089.3 (a)
[8] Senate Bill 437 (Lewis)

Table 12 — Financial Incentive Participant Summary

	ALAMEDA COUNTY	ALBANY	OAKLAND	PLEASANTON
# Eligible Employees	573	130	400	380
# Participant Before	12 (3%)	7 (5%)	11 (3%)	147 (40%)
# Participants After	108 (19%)	30 (23%)	93 (23%)	130 (34%) special circumstances
Percent Change	16%	18%	20%	- 6%
Target Participants	55	10	80	N/A (existing program)

Table 13 — Financial Incentive Program Savings and Costs

	ALAMEDA COUNTY	ALBANY	OAKLAND	PLEASANTON
Commute Trips saved/year	15,925	4,900	14,650	20,625
Average VMT/trip	19	16	21	15
Gallons fuel saved/year	12,103	3,214	12,306	12,375
Fuel costs saved/year ($1.40/gal.)	$17,000	$4,500	$17,200	$17,300
Fuel cost savings/persons	$157	$150	$185	$133
Financial gain/person from program	$112	$231	$222	$149
Total financial benefit/person	$268	$381	$407	$282

If the CMA finds that a local jurisdiction has not adopted and implemented the Required Program, it may find the local jurisdiction in "non-conformance." At the time of the finding, the CMA would provide recommendations for corrective actions. If after 90 days the local jurisdiction is still in non-conformance, the CMA is required to provide notice to the California Transportation Commission and the State Controller. The notice includes the reasons for the finding and evidence that the CMA correctly followed procedures for making the determination.

The State Controller would then withhold the non-conforming jurisdiction's increment of subventions from the fuel tax made available by Proposition 111, and the jurisdiction will not be eligible to receive funding for projects through the federal Surface Transportation Program and Congestion Mitigation and Air Quality Program.

If within the 12-month period following the receipt of a notice of non-conformance, the CMA determines that the city or county is in conformance, the withheld Proposition 111 funds will be released. If after the 12-month period the city or county has not conformed, the withheld Proposition 111 funds will be released to the CMA for projects of regional significance included in the CMP or a deficiency plan.

LOCAL GOVERNMENT RESPONSIBILITIES

In order to be found in conformance with the CMP, local jurisdictions must:

- By September 1 of each year, certify to the CMA that it has adopted and implemented site design guidelines that enhance transit/pedestrian access and implemented capital improvements that contribute to congestion management and emissions reduction.
- Local jurisdictions shall have until September 1 of each year to adopt and implement the Required Program.

CHAPTER SIX

Land-Use Analysis Program

A CMP must contain a program to analyze the impacts of land-use decisions made by local jurisdictions on regional transportation systems.[1] The program must generally be able to estimate the costs associated with mitigating those impacts, as well as provide credits for local public and private contributions to improving regional transportation systems.

The law does not change the role of local jurisdictions in making land-use decisions or in determining the responsibilities of project proponents to mitigate possible negative effects of projects. However, the CMA has the ability to apply certain sanctions, as described in Chapter 8, if the local agency does not comply with the requirements of the law.

The intent of the land-use analysis program is to:

- better tie together local land-use and regional transportation facility decisions;
- better assess the impacts of development in one community on another community; and
- promote information sharing between local governments when the decisions made by one jurisdiction will have an impact on another.

The land-use analysis program in Alameda County is a process designed to improve upon decisions about land-use developments and the investment of public funds on transportation infrastructure in Alameda County. It is intended to provide a quick and efficient service by maximizing the intergovernmental contacts before major land-use development decisions are completed. To work best, the CMA is involved at the very early stages of the land development process. The process is intended to work in a positive, cooperative fashion that supports the needs of local, county, regional and state governments.

WHAT'S INCLUDED IN THE LAND-USE ANALYSIS

As noted above, the state requires the land-use program to assess the impacts of land development on "regional transportation systems". In the 1991 CMP, it was presumed that the roadway system designated in the CMP was the highway/street component of this regional transportation system.

With the passage of the federal Intermodal Surface Transportation Efficiency Act of 1991, MTC was required to develop a Metropolitan Transportation System that included both transit and highways. MTC contracted with the congestion management agencies in the Bay Area to help implement the federal legislation and to use the CMPs to link land-use decisions to the Metropolitan Transportation System.

Therefore, a distinction is made between the CMP network that is used for monitoring conformance with the level-of -service standards (see Chapter 3) and the Metropolitan Transportation System that is used for the

[1] California Government Code Section 65089(b)(4)

CMP's land-use analysis program. By using the Metropolitan Transportation System for the land-use analysis program, impacts on the CMP-designated system will continue to be identified, since it is a subset of the Metropolitan Transportation System. The broader definition of "regional transportation systems" will encourage early identification of impacts on a larger system of roadways and explicitly include transit system impacts. Proactive responses to these early identifications of impacts may occur during corridor or areawide studies, during the preparation of local or regional capital improvement programs, or during the environmental review of specific land developments and transportation improvements.

The CMA acts as a resource to local governments in analyzing the impacts of proposed land-use changes on regional transportation systems. This includes providing the travel-demand model to produce forecasts for proposed general plan amendments and other large-scale developments if the local jurisdiction publishes a Notice of Preparation for an environmental impact report. CMA staff could be involved in discussing impact assessment approaches and impacts on the Metropolitan Transportation System. The California Environmental Quality Act already provides a framework for such assessments. The CMP process makes maximum use of the California Environmental Quality Act process, while also filling in some gaps that the Act may not address.

Credits

Some cities within Alameda County charge traffic-impact fees to pay for road improvements. The Tri-Valley Transportation Council approved a sub-regional traffic mitigation fee in early 1999. The fee is applied to regional transportation improvements in the Tri-Valley Transportation Expenditure Plan. The city of Livermore also adopted a traffic-mitigation fee in 2001 to fund regional transportation projects in the city of Livermore. If such an areawide traffic- and/or transit-impact fee is adopted in the future, it will include a system of credits, so that developments that have paid once for a regional traffic (and/or transit) improvement will not be unfairly "double billed" for contributions to the same improvement. Credits for some local impact improvements may also be considered.

LAND DEVELOPMENT PROJECTS SUBJECT TO REVIEW

The purpose of the CMA review is to assure that regional impacts are assessed, that appropriate mitigations are identified, and that an overall program of mitigations can be implemented. For purposes of the land-use program, the Metropolitan Transportation System is used to assess transportation impacts of land-use development.

The CMA will review transportation analyses of proposed land developments when a general plan amendment and/or an environmental impact report are required. For environmental impact reports, the CMA will review and comment appropriately on notices of preparation, draft, supplemental and final documents. A description of each of these follows.

General Plan Amendments

The 1993 CMP identified general plan amendments as the most appropriate stage of review to consider, for these reasons:

- General plan amendments are normally processed well before any construction takes place. This provides more time for transportation impacts to be analyzed and mitigated than would be available if the review took place closer to actual project construction.
- General plan amendments may only be considered by a city or county four times during any calendar year, by state law. This reduces the complexity and effort involved in CMA review.
- Most (but not all) general plan amendments are of a significant size.

Projects Consistent with Existing General Plans

In cases where development occurs consistent with existing general plan guidelines, general plan amendments are not the most relevant unit of impact analysis. In those cases, timing becomes the key factor. If decisions about transportation infrastructure investment occur at a slower pace than land development, the result can be deterioration in level of service on the existing system. Large-scale projects that are consistent with existing general plans, but which may impact the regional transportation system, often require the preparation of an environmental impact report.

In February 1995, the CMA adopted the following policy for addressing large-scale development projects that are consistent with a general plan:

All notices of preparation of environmental impact reports be forwarded to the CMA for comparison with the 100-trip threshold and, if exceeded, the CMA will review and comment including requests for consideration of transportation impacts and mitigation measures to metropolitan transportation system facilities in the same manner as the current policy for general plan amendments.

Development Sponsored by Agencies Other than Local Jurisdictions

The congestion management statute requires that the CMP include a program to analyze the impacts of land-use decisions made by local jurisdictions on the regional transportation system. For purposes of the CMP, local jurisdiction is defined as a city, county, or a city and county. However, other agencies such as colleges, universities, the Port of Oakland and federal facilities (Lawrence Livermore National Laboratory, for example) also have land-use discretion which could affect the operation of the Metropolitan Transportation System.

Development sponsored by state or federal agencies does not require local permitting approval and thus the CMA may not be notified of pending development. In order to correct this, for projects that meet the threshold requirements and require an environmental impact report/environmental impact study, it is the policy of the CMA to request these agencies to submit environmental documents for CMA review and comment.[2]

[2] For purposes of compliance with the Land-Use Analysis Program, the Port of Oakland is considered a governmental subdivision of the city of Oakland. Thus, the Port shall be required to submit environmental documents to the CMA for review and comment subject to meeting the threshold criteria and preparation of an environmental impact report/environmental impact study.

DEVELOPMENT REVIEW PROCESS

The tiered land-use analysis process described below applies to general plan amendments (Tier I[a]) and notices of preparation for environmental impact reports for projects consistent with the general plan (Tier I[b]). Screening criteria are described below. A summary of the Tier 1 requirements is presented in Table 14, while the development review process for Tier I is shown in Figure 11. The method of analysis is further detailed in the Land-Use Analysis (CMP Technical and Policy Guidelines), which is incorporated into the congestion management program. by reference.

The CMA will be responsible for determining whether an application meets the 100 p.m. peak-hour trip-generation threshold criteria. The p.m. (afternoon) peak hour was chosen because in most Alameda County cities, traffic is worse in the p.m. peak hour than in the morning or weekend peak periods. The 100-trip threshold was chosen because it is the level at which most cities ordinarily require a traffic impact study to be prepared. Examples of projects that can generate 100 or more p.m. peak hour trips are: 100 or more single-family homes, 165 apartment units or 135 hotel rooms, or more than 45,000 gross square feet of office space. It must be noted that such projects, when part of a proposed general plan amendment, would only qualify for review if they generated 100 *more* p.m. peak-hour trips than the existing land-use designation.

Tier I (a) — General Plan Amendments

This tier involves a review by the CMA of general plan amendments, concurrently with the city's or county's approval process. Analysis at the general plan amendment stage, rather than at the project stage, allows cities to proactively plan development, taking into account regional transportation impacts and providing ways to finance transportation costs in advance of development proposals at the tentative map stage or later. Every application for a general plan amendment will be forwarded to the CMA for review.

The CMA will review the impacts of the proposed general plan amendments on the Metropolitan Transportation System through existing environmental review processes conducted by the local agencies. Upon receiving the initial general plan amendment application, the local agency will forward the general plan amendment proposal to the CMA consistent with the Technical and Policy Guidelines (see Appendix G). The local agency will analyze the data and identify any necessary mitigations as part of the environmental process.

Local jurisdictions are responsible for modeling the proposed general plan amendment using the most recent CMA-certified travel-demand model. The local agency will then send the environmental document to the CMA for a 30- to 45-day review and comment period. The local agency will send a copy of both the draft and final decision/notice of determination to the CMA, so that the data may be incorporated into the countywide travel model's land-use database, thus keeping it current.

Figure 11 — Review Process for Assessing the Impacts of Local Land-Development Decisions on the Transportation System

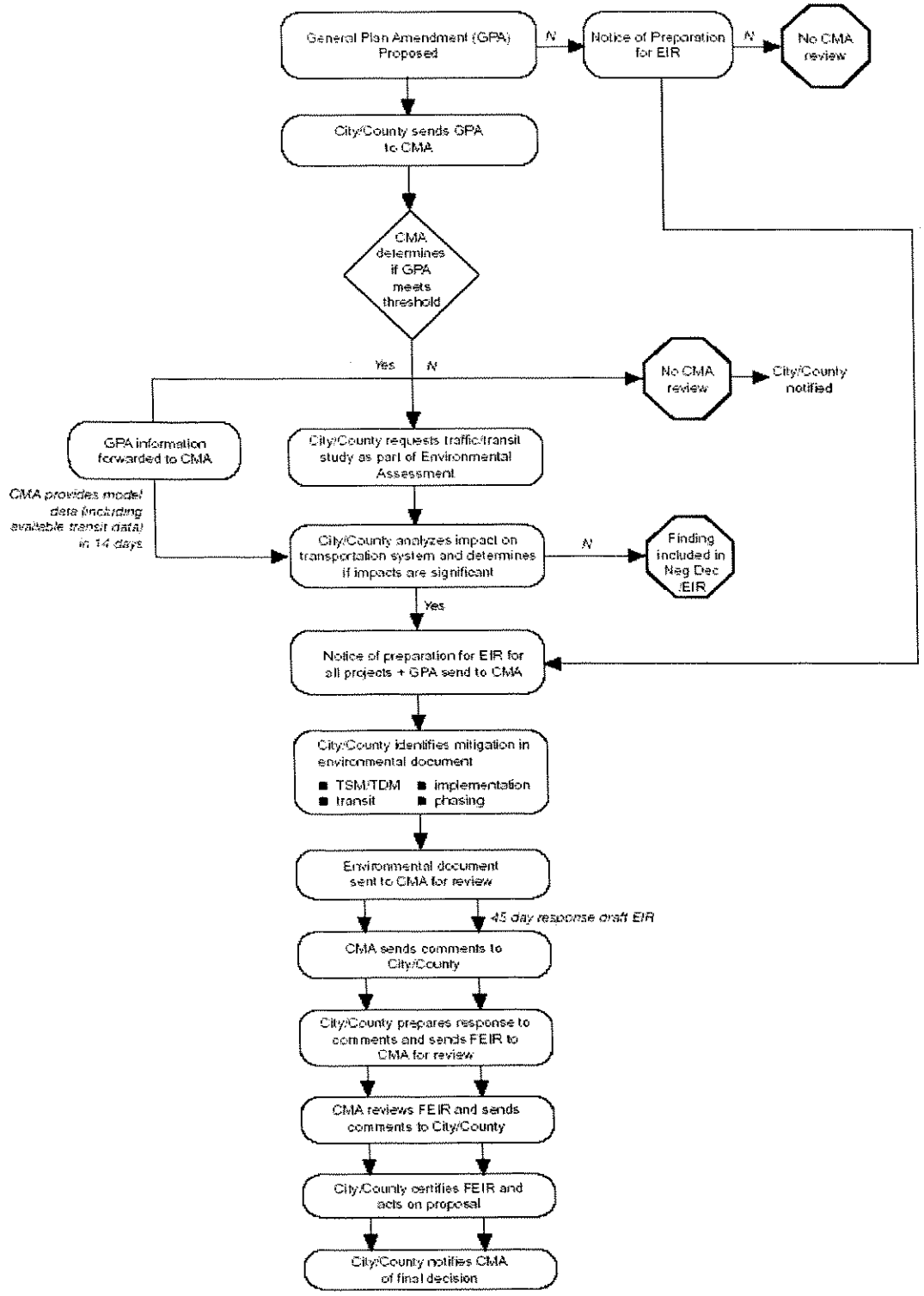


Table 14 — Land-Use Analysis Program Tier I Requirements

ACTION	GENERAL PLAN AMENDMENTS	NOTICES OF PREPARATION
Submit to CMA?	Mandatory	Mandatory
Timeframe for submittals	Ongoing	Ongoing
CMA comments?	Yes	Yes

Note: The CMA will review and comment on general plan amendments and notices of preparation that exceed the threshold of generating 100 p.m. peak-hour trips more than the adopted general plan land-use designation for general plan amendments or 100 p.m. peak-hour trips more than existing uses for projects consistent with the general plan.

General plan categories can encompass a fairly wide range of trip generators. For example, a parcel may be zoned for "Medium-High Density Residential, 16-30 units per acre". There is a variation of almost 100 percent between the low and high ends of the allowable density. A variety of land uses with a wide range of trip generation may be allowed within a single zoning designation. In both cases, market conditions at the time of construction will dictate the actual uses, but until then, reasonable assumptions will have to be made regarding the specific trip generation characteristics input to the model.

Tier I(b) — Large-Scale Projects Consistent with General Plan: Notices of Preparation

This tier involves a review by the CMA of notices of preparation of environmental impact reports, concurrently with the city's or county's approval process. Every notice of preparation and draft and final environmental document will be forwarded to the CMA for review. The CMA will be responsible for determining whether an application meets the threshold criteria for CMA review and comment. The same review and modeling process described under Tier I(a) applies to Tier I(b).

Tier II

On a biennial basis when ABAG publishes new land-use projections (typically for even-numbered years), the Tier II analysis will be performed by CMA staff based on ABAG's latest projections, with local input on the distribution of ABAG projections within each jurisdiction. Local jurisdictions will have 60 days in which to provide input on how their respective ABAG projections will be distributed by traffic analysis zones.

ABAG-consistent data (at the countywide level and for each jurisdiction) will always be used for CMP purposes other than the Land-Use Impact Analysis Program.

RESPONSIBILITY FOR MODELING

The current countywide model ~~has been~~is updated to reflect ABAG's forecasts in *Projections 2002* for base years 201005 and 2025. A major model update is underway at the time of printing the report, and the new model will be based on MTC's regional model and will have ABAG's *Projections 2005*. The CMA Board amended the CMP requirements on March 26, 1998, so that local jurisdictions are now responsible for travel-demand modeling. The countywide model agreement between the jurisdiction/agency and the CMA is required before the model information can be released to the jurisdiction/agency or its consultant.

AREAWIDE TRAFFIC IMPACT MITIGATION FEES

An areawide traffic impact fee and/or revenue measure such as one establishing an assessment district could generate funds necessary to plan for and implement transportation mitigation measures related to land development. The fee could be collected and expended in specified zones within the county. Traffic impact fees are contemplated in the CMP law as a proactive method of addressing transportation needs arising from land development. Such fees or measures could be negotiated as part of the corridor/area management planning process described later in this chapter.

In 1996, the CMA completed a feasibility study for a countywide or areawide traffic mitigation fee as an approach to address the impacts of land development on the regional transportation system. The study evaluated the advantages, disadvantages, opportunities and constraints of implementing traffic impact mitigation fees on a multi-jurisdictional basis.

The study recommended that the CMA not proceed with an areawide traffic impact fee at that time because, among other things, there was not enough strength in the local economy to support higher fee levels, coupled with concern that a new fee would constrain growth, particularly in urban areas where redevelopment projects already face higher costs than in suburban areas.

The study did recommend that the CMA adopt the following policies:

- support agreement among local jurisdictions to adopt an areawide fee within a planning area;
- identify projects of countywide significance; and
- consider integrating adoption of a countywide fee with a campaign for a sales tax extension or gas tax increase so that the development community and the voters each see a benefit in sharing costs with the other.

Since the study was completed, the Tri-Valley Transportation Council has adopted an areawide traffic fee, and Measure B was passed by Alameda County voters.

The CMA intends to re-evaluate the feasibility of Countywide or area-wide impact feels as part of the MTC-CMA Transportation and Land use Work Program.

JOBS/HOUSING BALANCE

Two-Phase Approach

A current public policy trend in California is to encourage communities to seek a balance between jobs and housing in order to reduce traffic congestion. Ideally, achieving such a balance would allow workers to live near their jobs. Day-to-day trip attractions—such as stores, banks, dry cleaners or child care—would also be within walking or biking distance of housing and jobs. Some have argued that shortening the length of trips would reduce the number of trips on the regional transportation system, improve air quality by reducing VMT and allow more travelers to walk or bicycle to their destinations.

The 1991 CMP acknowledged the controversy associated with the concept of jobs/housing balance. In response, that CMP took a two-phase approach. Phase I, carried out during fiscal year 1992-93, included a literature search and the development of a working definition of jobs/housing balance. Phase II, implemented during fiscal year 1993-94, involved further development of possible jobs/housing balance strategies identified as part of the Phase I study.

Phase I Conclusions

The Phase I Report entitled "Jobs/Housing Balance and Other Strategies for Coordinating Transportation and Land Use" (March, 1993) concluded that, at least under current conditions in the Bay Area, the concept of a community-based workforce is not realistic, and that "it is unlikely that a local or countywide effort to balance jobs and housing would produce significant congestion relief."

Phase II Work Program

•The Phase I report recommended two alternative strategies that may prove more effective in coordinating community development and transportation investment than the establishment of jobs/housing balance ratios. During fiscal year 1993-94, in conjunction with the preparation and adoption of the Alameda County *Countywide Transportation Plan*, CMA staff worked with the CMA Board and ACTAC to further develop these strategies based on the following concepts: The CMA should support, where appropriate, local plans to enhance the productivity of transit investment through such measures as supportive zoning, urban design/planning, and development approvals.

- The CMA should give investment priority to those highway and transit operational improvements and major capital projects that are identified in the corridor/areawide management planning process.

At the same time, the CMA recognizes that land-use planning is solely the purview of local governments.

A corridor/areawide transportation management planning process was adopted by the CMA in May 1994 and is described in the Alameda County *Countywide Transportation Plan*. The process is based on the principle of cooperative planning and coordinated action by local governments, Caltrans, transit agencies, the CMA and MTC. Together, the corridor/area management participants address how to:

- reconcile the competing demands that local and long-distance traffic make on the capacity of the freeway system;

- reconcile continuing population and employment growth with the finite capacity of the freeway system;
- reconcile the movement of people and goods;
- prevent pass-through traffic from using local streets;
- reconcile high-occupancy vehicle lanes with plans to meter freeway ramps;
- pair ramp metering with geometric metering at gateways to the metropolitan area; and
- coordinate the operation of freeways and parallel arterials and when and where to rely on transit as a corridor's primary strategy of traffic management.

TRANSIT-ORIENTED DEVELOPMENT IN ALAMEDA COUNTY

BART, the local jurisdictions and community groups in Alameda County support opportunities for transit-oriented development. Transit-oriented development provides high-density mixed-use and pedestrian-oriented development accessible to transit and other non-motorized forms of transportation. It focuses on establishing mixed uses such as combining employment, residential and retail town centers near transit hubs to provide intermodal opportunities (e.g., BART, bus, autos, bicycling, walking) to reduce reliance on single-occupant vehicles. Examples of completed transit-oriented development projects are the Fruitvale BART Transit Village in Oakland and the downtown Redevelopment Program and the Cannery Area in Hayward. Projects either underway or included in the long range transportation plan in Alameda County are ~~the Fruitvale BART Transit Village in Oakland,~~ the MacArthur BART Intermodal Transit Village in Oakland, the BART Transit Village in San Leandro, ~~the downtown Redevelopment Program and the Cannery Area in Hayward~~, and the two BART transit villages in Dublin~~.~~.

In support of transit-oriented development, the CMA and MTC have set aside Transportation for Livable Communities funds to be used as an incentive to local agencies that support and expedite the approval of transit-oriented development within their jurisdiction.

REGIONAL AGENCIES SMART GROWTH STRATEGY

ABAG—in conjunction with BAAQMD, the San Francisco Bay Conservation and Development Commission, MTC, the Regional Water Quality Control Board, and the Bay Area Alliance for Sustainable Development completed the Regional Alliances Smart Growth Strategy Bay Area Alliance for Sustainable Development Regional Livability Footprint Project. The overall goal was to achieve support among public officials, civic leaders and stakeholder organizations for a preferred land-use pattern that will inform decision-makers on how the Bay Area could grow over the next 20 years. The study resulted in SMART Growth Projections 2003 which focuses development in the urban core. Projections '03 land use ~~will be~~has been used for update of the Regional Transportation Plan in 2005.

Regional Transit Expansion Program (Resolution 3434)

The Regional Transit Expansion Program adopted by MTC as Resolution 3434 ~~part of the 2001 Regional Transportation Plan~~ identifies the regional commitment to transit investments in the Bay Area. The $11 billion investment in new

rail and bus projects will improve mobility and enhance connectivity for residents in Alameda County and the Bay Area.

A companion resolution, Resolution 3357, articulates rail extension and improvement criteria and regional express bus and rapid bus program criteria. These criteria shall be considered during the funding process for the identified transit projects. The land use component of the criteria is included in the T Plus Work Program as noted below.

MTC-CMA Work Program for Integration of Transportation and Land Use – "T Plus"

In April 2003, MTC in partnership with the Bay Area CMA's, adopted a work program to better integrate transportation and land use. The program ~~will be~~has been initiated in FY 2003-04 and includes the following tasks: administration of Transportation for Livable Communities~~/Housing Incentive Program~~; Smart Growth Policy Development and Program Implementation; Actions to support Resolution 3434 – Regional Transit Expansion Program, Mitigation Programs and various workshop and training efforts. A Task Force composed of staff from local jurisdiction, transit operators, MTC, ABAG and Caltrans ~~will~~ is working with the CMA to~~on~~ implement~~ation of~~ the program. The ~~first step is~~CMA Board ~~development of~~ adopted policies relating to SMART Growth and Transit Oriented Development in 2004. Policies were ~~to be~~ included in the Countywide Transportation Plan Implementation measures and are being~~will be~~ amended in to the CMP, as appropriate.

RELATIONSHIP TO CALIFORNIA ENVIRONMENTAL QUALITY ACT

Under the California Environmental Quality Act, local governments still have lead agency responsibility for preparing environmental impact reports and conducting the associated transportation analyses. Local governments are responsible for proposing and analyzing methods to reduce negative effects on the transportation system. The CMA will comment throughout the environmental impact report process, keeping local governments informed about the adequacy of the analyses and approving the use of any local or subarea transportation models used, or providing the local agency with access to information from the countywide travel model on cumulative impacts of projects.

In the case of smaller projects, local governments may wish to require project proponents to enter an agreement to provide a "fair share" portion of the mitigation for a cumulative impact. This addresses the legislative requirement that the CMP must be able to estimate the costs associated with mitigating transportation impacts.

Environmental documents will typically identify mitigation for the impacts of the proposed project. Two questions arise relative to mitigation proposals in environmental documents:

- Are the mitigation measures adequate to sustain the service standards in the CMP?
- Are the mitigation measures fully funded? If the environmental document shows full funding of mitigation measures, is the project sponsor expecting state or federal funding for all or a portion of the measures?

If transportation mitigation measures are inadequate and/or are underfunded, there may be significant implications for the regional transportation system. Either might result in failure to meet the level-of-service standards ~~being exceeded~~, which could jeopardize local government CMP conformance if an adequate deficiency plan is not prepared. Furthermore, an environmental document may rely on state or federal funding of mitigation measures. Such funding may not be consistent with CMA project funding priorities. The CMA's policy regarding mitigation measures is:

- Mitigation measures must be adequate to sustain CMP roadway and transit service standards.
- Mitigation must be fully funded to be considered adequate.
- Mitigation measures that rely on state or federal funds directed by or influenced by the CMA must be consistent with the project funding priorities of the CMA established in the Capital Improvement Program (CIP) section of the CMP, ~~Tier 1~~financially constrained investment program of the *Countywide Transportation Plan*, ~~Track 1 of~~ and the *Regional Transportation Plan*, or the Federal *Transportation Improvement Program*.

In addition, it is the CMA's intent to use the corridor/areawide management planning process as adopted in the *Countywide Transportation Plan* to identify needed mitigation measures and for linking its funding decisions to needed mitigations.

Where disputes arise between two agencies as a result of the potential impacts of a project, the CMA may act as a mediator, if requested by one of the parties involved. Under the intent of the law, the CMA will require local agencies to establish a program for securing funding to mitigate the transportation impacts of their land-use decisions. The mitigations and funding sources may be the same as, but not limited to, those proposed in the California Environmental Quality Act process.

Techniques other than using the countywide travel model are available for assessing possible transportation impacts on the Metropolitan Transportation System. These techniques are documented in the *HCM*, and may be used, at the local jurisdiction's option, to help assess the impacts on the Metropolitan Transportation System even when such analysis is not required by the CMA. The local jurisdiction may want to do this to assure itself that a given project approval will not endanger its compliance with the CMP service standards.

RELATIONSHIP TO TRANSIT

Overview

To fully address the relationship between land-use development and its impacts on the regional transportation system, we must recognize the role that transit operators can play in the land-use planning and approval processes in Alameda County. Through the CMP process, local jurisdictions can be encouraged to develop and maintain a transit component of their general plan circulation element. Also, local jurisdictions can provide a forum for the transit operators to participate more actively in land-use decisions.

Policies

The CMA encourages local jurisdictions to:

- consider transit impacts of new developments as part of site "traffic" impact studies.
- include documentation of existing ridership and loads on transit lines serving new development, and assessing the impacts on usage (additional trips) on those lines in their environmental impact analysis process.
- require transit mitigation of new developments, for both capital improvements and possibly operational costs, if transit services need to be added or enhanced due to new development.
- include a transit section in their general plan circulation element; AC Transit's "Designing with Transit"~~Guide for including Public Transit in Land Use Planning,"~~, can assist in the development of this section. ~~(Note: AC Transit is in the process of updating this document.)~~
- include the appropriate transit operators in the land development review process; AC Transit's "Designing with Transit"~~Transit Facilities Standards Manual"~~ should be used to increase transit use to the site through appropriate design treatment. ~~(Note: AC Transit is in the process of updating this document.)~~
- use transit as a mitigation measure for traffic and air quality impacts, in conjunction with the efforts of the transit operators; this could be accomplished through transit subsidies to employees and parking charges.
- promote new development along existing and funded new transit routes.
- reduce parking requirements for development that occurs along existing transit services.
- coordinate traffic signals within their own jurisdictions and with other jurisdictions on arterial streets served by transit, and provide traffic signal priority for buses on major bus routes.
- consult with appropriate transit operators before placing bus pullouts on major bus routes.

Environmental Assessment Checklist

Local jurisdictions can use the following environmental assessment checklist for guidance regarding design elements in development proposals that could facilitate the provision of transit services. The list has been divided into two sections, one that addresses development in areas with transit services, and one that covers developments that occur in areas without transit service.

This list is not intended to cover all aspects of every development, nor is it intended to replace transit operator review of specific environmental documentation. Greater detail on these and other design issues can be found in the two AC Transit documents referenced earlier.

Development Near Transit Services

- Transit planners consider one-fourth of a mile on either side of a bus line or transit station the prime "catchment" area for that line. This general rule should be applied to determine if a development is "near" transit services.
- The number of trips generated by the project and its impact on the existing transit service need to be addressed. If the trip generation cannot be absorbed with the current transit capacity, the environmental document should address ways of mitigating these impacts.

- Pedestrians must have access between the transit service and the development. The site plan should provide good access between buildings and from buildings to the transit stops. Sidewalks should be provided on both sides of all streets to provide access to bus stops. Sidewalks and curb cuts at intersections should be designed for handicapped accessibility. Designs should avoid requiring pedestrians to walk through parking lots to access transit service.
- Where the environmental document raises the possibility of private shuttle services, an analysis of the cost of providing this service versus subsidizing existing transit service needs to be included.

Development in Areas without Transit Services

An environmental review of a development that occurs in an area without transit service should be extensive, in order to avoid a design which precludes the extension of transit services.

- The number of trips should be assessed from the standpoint of the possible demand generated for new transit services. If the development is significant enough to create a strong demand for services, the environmental review should address a funding mechanism for the service. No statements should be made regarding the possible extension of transit services without consultation with the affected transit operator(s).
- Traffic lanes must be at least 11 feet wide to provide for satisfactory bus operation.
- Sidewalks should be provided.
- Intersection turning radii: It is desirable to have a corner radius of 30 to 55 feet (based on proximity of curb parking) in order to expedite right turns to and from through lanes.
- Roadway grades: Roadways prepared for bus service should have grades equal to or less than 12 percent for both uphill and downhill operations. Grades of eight percent or less are desirable.
- Traffic Index for Pavement Design: In order for the streets in a development to support bus traffic, their traffic index should be at least 8.0.
- A continuous, safe bicycle path system, including support facilities such as lockers should be considered.

COMPLIANCE AND CONFORMANCE

The CMA is responsible for monitoring conformance with the adopted CMP.[3] Among the requirements, each city and the county must have adopted and be implementing a land-use analysis program. While the CMA does not have the authority to approve or deny local developments, it may find the local jurisdiction in non-conformance.

At the time of the finding, the CMA would provide recommendations for corrective actions. If after 90 days the local jurisdiction is still in non-conformance, the CMA is required to provide notice to the California Transportation Commission and the State Controller. The notice includes the reasons for the finding and evidence that the CMA correctly followed procedures for making the determination.

The State Controller would then withhold the non-conforming jurisdiction's increment of

[3] California Government Code Section 65089.3

subventions from the fuel tax made available by Proposition 111, and the jurisdiction will not be eligible to receive funding for projects through the federal Surface Transportation Program and Congestion Mitigation and Air Quality Program.

If within the 12-month period following the receipt of a notice of non-conformance, the CMA determines that the city or county is in conformance, the withheld Proposition 111 funds will be released. If after the 12-month period the city or county has not conformed, the withheld Proposition 111 funds will be released to the CMA for projects of regional significance included in the CMP or a deficiency plan.

If a proposed development was specified in a development agreement entered into prior to July 10, 1989, then it is not subject to any action taken to comply with the CMP, with the exception of those actions required for the trip-reduction and travel-demand element of the CMP.[4]

In some cases the CMA may find that additional mitigation measures are necessary to prevent certain segments of the CMP-designated system from deteriorating below the established level-of-service standards, before a conformance finding is made. In such cases, the CMA will require the local jurisdiction to determine whether the additional mitigation measures will be undertaken as a condition of project approval, or whether they will be implemented as part of a deficiency plan for the CMP system segments affected.

LOCAL GOVERNMENT RESPONSIBILITIES

Local jurisdictions will have the following responsibilities regarding the analysis of transportation impacts of land-use decisions:

- responsible for modeling, using the most recent CMA-certified travel-demand model, all general plan amendments and large-scale projects consistent with general plans that meet the 100 p.m. peak-hour threshold; the results of the model shall be analyzed for impacts on the Metropolitan Transportation System and shall be incorporated in the environmental document.
- forward to the CMA all notices of preparation, draft environmental impact reports/statements, final environmental impact reports/statements, and final disposition of the general plan amendment/development requests.
- work with the CMA on the mitigation of development impacts on the metropolitan transportation system.
- biennially provide an update (prepared by the jurisdiction's planning department) of the estimated land uses likely to occur by utilizing ABAG's most recent forecast for a near-term and far-term horizon year; this land-use information will be provided in a format that is compatible with the countywide travel model.

In addition, each local jurisdiction must demonstrate to the CMA that the land-use program is being carried out by September 1 of each year.

[4] California Government Code Section 65089.7

CHAPTER SEVEN

Capital Improvement Program

The CMA must develop, as part of the CMP, a 6-year Capital Improvement Program to maintain or improve the performance of the multimodal transportation system for the movement of people and goods and to mitigate regional transportation impacts identified through the land-use analysis program.[1] Capital improvement projects must conform to air quality mitigation measures for transportation-related vehicle emissions. The air quality mitigation measures are contained in the BAAQMD's 1997 Clean Air Plan.

RELATIONSHIP TO THE TRANSPORTATION EFFICIENCY ACT OF 1997

The federal Transportation Efficiency Act for the 21st Century of 1997 (TEA 21) requires the regional transportation plan prepared by MTC to be consistent with reasonable assumptions of future funding. The Act also emphasizes methods to improve the operation of the existing transportation system. Such methods include traffic operations systems, arterial signal timing, parking management, transit transfer coordination, and transit marketing programs. These federal requirements have been considered in the development of the CMP Capital Improvement Program. A reauthorization or continuance of the TEA 21 is anticipated to occur in FY ~~03/04~~05/06.

RELATIONSHIP TO THE *REGIONAL TRANSPORTATION PLAN*

Since the CMP ultimately will be incorporated into the *Regional Transportation Plan* action element, projects selected for the Capital Improvement Program need to be consistent with the assumptions, goals, policies, actions and projects identified in that plan. The *Regional Transportation Plan,* prepared by MTC, is the basic statement of Bay Area transportation policy. Because of the interdependence of transportation planning and other regional planning, the regional plan strives to adopt policies that complement and support programs of federal, state and regional agencies.

MTC has adopted a capital investment policy for the *Regional Transportation Plan.*[2] This policy sets forth MTC's approach to capital investment in the transportation system. The Capital Improvement Program in the CMP has been formulated in consideration of MTC's policy. In ~~March, 2003~~April, 2004, MTC adopted Resolution ~~3536~~3615, which outlines principles for programming a portion of the federal funds from the reauthorization or continuance of TEA 21. The principles are outlined below.

[1] California Government Code Section 65089(b)(5)
[2] MTC Resolution 2930

PRINCIPLES FOR INVESTMENT OF SURFACE TRANSPORTATION PROGRAM/CONGESTION MITIGATION AND AIR QUALITY FUNDS

MTC Resolution 3216 identified a set of principles and an order of priorities for investment of federal Surface Transportation Program and Congestion Mitigation and Air Quality funds under the TEA 21. MTC resolution 3536 allowed for the programming of a minimal amount of federal funds necessary to ensure a seamless transition into TEA 21 reauthorization funding, focusing on projects with continuous annual funding needs and air quality management strategies. MTC resolution 3615, ~~A resolution~~ addressing the additional funding anticipated from the TEA-21 reauthorization through FY 2006-07 ~~to~~ addressed on-going commitments as well as new funding for local streets and roads shortfall, the transit capital shortfall, planning, Clean Air Program, regional operations program, Transportation for Livable Communitites Program/Housing Incentive Program (TLC/HIP), Regional Bicycle/Pedestrian Program and the STIP/TCRP backfill ~~and capital assistance for projects that strengthen the link between transportation, community goals and land use, and other discretionary projects~~ A resolution(s) addressing the additional funding anticipated from the TEA-21 reauthorization will further clarify the principles and order of priorities for the investment of federal Surface Transportation Program and Congestion Mitigation and Air Quality funds through 2009. The following principles are detailed in MTC resolution ~~3216~~3615, and will assist the region in crafting the new principles and order of priorities to guide the expenditure of remaining TEA 21 reauthorization funding:

- For federal flexible discretionary funds, two areas of investment must be provided for statutorily. First, the funding of transportation control measures will be a priority for the programming of Congestion Mitigation and Air Quality funds, ~~to supplement their funding, both state and federal, from other sources.~~ Second, the funding of transportation enhancements will be established through a mandated set aside through the Surface Transportation Program and distributed through the State Transportation Improvement Program process.
- Even with increased State Transportation Improvement Program programming levels anticipated with the reauthorization ~~as a result~~ of the Transportation Efficiency Act, it is clear that we cannot build our way out of congestion in the Bay Area transportation system by physically expanding the system. Consequently, system-management strategies must be developed and implemented as part of MTC's federal discretionary investment program to maximize use of the existing system. Such strategies should be designed to improve the use and safety of the existing multimodal transportation system, in the most cost-effective manner possible.
- The MTC's adopted transportation/land-use policy statement that emphasizes livable communities requires investment of regional discretionary/flexible fund sources to be relevant and viable. MTC and the Bay Area Partnership must cooperatively develop that funding opportunity as part of the federal flexible funding program. In particular, community-oriented strategies that may not be eligible for Transportation Enhancements

Act funding will be a focus of federal flexible funding investment.

- Preservation and maintenance of the existing system—including local roads and transit—remains essential. Therefore, it will be a key component among the many objectives to be achieved in programming federal discretionary funds. In particular, flexible funds will be used to address maintenance and rehabilitation shortfalls that cannot be satisfied from other federal, state, regional or local funding sources.
- Capacity expansion typically dominates the region's capital investment program in the State Transportation Improvement Program. Expansion will be considered as part of the federal flexible program only after it is determined that outstanding maintenance and system management needs as outlined above are addressed either in the State Transportation Improvement Program/federal program or from other sources of revenue. Any investments made in capacity expansion with federal flexible funds should focus on the most cost-effective strategies available, given the limited resources available in the program.

PROGRAMMING STRUCTURE FOR SURFACE TRANSPORTATION PROGRAM AND CONGESTION MITIGATION AND AIR QUALITY FUNDS

In order to reflect and ensure the order of investment priorities discussed above, and to achieve a balance between geographically based return to source expectations and regional needs which are not defined by or limited to county boundaries, MTC established the following basic distribution of federal and state funds for programming federal flexible funds: 1. Clean Air Program, 2. Regional Operations Programs, 3. Planning Activities, 4. Transit Capital Shortfall, 5. Local Streets and Roads Shortfall, 6. Transportation for Livable Communities/ Housing Improvement Program (TLC/HIP), 7. Regional Bicycle and Pedestrian Program, 8. STIP Backfill ~~County Maintenance and Rehabilitation, Regional Customer Service, Transportation for Livable Communities, Regional Transportation Plan Corridor Management, and Multicounty/ Regional Transit.~~ Each of these funding categories is presented in more detail below.

Clean Air Program ~~County Maintenance and Rehabilitation~~

This category focuses on the Spare the Air program

Regional Operations Programs

The projects eligible for this funding category include TransLink®, 511 TravInfo®, Regional Rideshare, Traffic Enginnering Technical Assistance Program (TETAP), Pavement Technical Assistance Program (PTAP), Arterial Signal Re-timing, Marketing, Transit Info, Incident Management, Freeway Operation Systems, and performance monitoring.

Planning Activities

MTC provides funds to the congestion management agencies for planning activities. Additional planning funds will be targeted to for transportation land use planning coordination with MTC under the Transportation for Planning and Land Use Solutions Program (T-PLUS). The TLC planning grant program also receives funds under this category.

Transit Capital Shortfall
According to the findings in Phase 1 of Transportation 2030 (T-2030) regional transportation plan, the Federal Transit Administration (FTA) Formula funds and available local revenues will fund less than $10 billion of the $11 billion in score 16 transit capital projects during the T-2030 period – leaving a shortfall of $1.3 billion. Through its T-2030 policies, the Commission made a commitment to dedicate regional discretionary funds, including STP funds, towards these remaining transit rehabilitation.

Local Streets and Roads Shortfall
Through the T-2030 process, county shortfall figures have been identified. Each county's funding target in Second Cycle, provided by MTC, is based on the annualized shortfall amount committed to in T-2030. Projects can include pavement and non-pavement elements. The local streets and road shortfall funding is intended for improving facilities on the Metropolitan Transportation System. However, the MTC Commission T-2030 policy does allow flexibility for counties to fund non-MTS projects in jurisdictions without MTS routes or those who can demonstrate there is no need on their MTS routes.

TLC/HIP
Overall the Transportation for Livable Communities/ Housing Incentive Program (TLC/HIP) funds small-scale, community and transit-oriented projects. This programming will also ensure compliance with Transportation Control Measure C, which requires that MTC commit a minimum level of funding to program by 2006.

Regional Bicycle and Pedestrian
The program is designed to fund regionally significant bicycle and pedestrian projects. Geographic equity will be ensured over time, with each county receiving a minimum of 75% of their population share in any given grant cycle. The region will select projects for the remaining 25 %.

STIP Backfill
In consultation with the Partnership and individual project sponsors, MTC has deferred funding to Regional Operations, TLC/HIP, and the Regional Bicycle and Pedestrian program in STP/CMAQ/TE funding. The deferred funds are being programmed to ready-to-go existing STIP projects that do not have sufficient funding due to the state's fiscal crisis. The repayment of the displaced programmatic funding in Second Cycle will be made up for in the Third Cycle of federal programming. High priority projects were deemed to be safety- related, necessary to meet air quality commitments, and critical to the rehabilitation of our existing system.

Lifeline Transportation Program: The goal of this new program is to support lifeline transportation services and seek to improve the mobility of low-income individuals through various funding and planning activities.

~~Funds for the maintenance and rehabilitation program will be made available to each of the nine Bay Area counties on a population basis for transit and roadway projects that maintain the existing transportation system. The following priority tier order for rehabilitation projects will be used by CMAs in developing their program of projects:~~

~~Roadway~~

- ~~Metropolitan Transportation System (MTS) Pavement~~

- Non-MTS Pavement (must be federal-aid eligible—includes roadways classified above that of rural minor collector or urban local)
- MTS Non-Pavement
- Non-MTS Non-Pavement (must be federal-aid eligible)

Transit

- Transit, Safety, ADA, Maintenance Facilities and Heavy Equipment
- Stations, Shelters, Intermodal Facilities, Station Parking
- Non-revenue Vehicles, Office Equipment, Maintenance Tools and Equipment
- Capitalized Maintenance

Note: Amenities (such as bike lanes, signalization, turn pockets, transit pull-outs, sidewalk ramps, guard rails, and culverts) are allowed up to 20 percent of the total cost of a pavement project. Where amenities exceed 20 percent of the total project cost, the project is considered non-pavement.

Regional Customer Service

Funds from this category will be programmed by MTC to the following regional customer service projects that improve the operation of the regional transportation system: regional transit marketing/Commuter Check® program, TravInfo, regional transit trip planning system, Freeway Service Patrol, Pavement Management Technical Assistance Program, Traffic Engineering Technical Assistance Program, Performance Monitoring and TransLink™.

Transportation for Livable Communities (TLC)

A portion of the Surface Transportation Program/Congestion Mitigation and Air Quality/STIP Transportation Enhancement funding will be devoted to MTC's Transportation for Livable Communities program. This program provides planning and capital assistance for projects that strengthen the link between transportation, community goals and land use. Projects are developed in partnership with transportation providers and local communities, and involve public outreach and participation.[3]

Regional Transportation Plan Corridor Management

Funds for corridor management and safety projects will be made available to each of the nine Bay Area counties on a population basis. Prior to project solicitation, MTC and CMA staff will identify mutually agreeable program emphasis areas for each corridor identified in the *Regional Transportation Plan.*

Rehabilitation may be considered a program emphasis area in corridors for which MTC and the CMA agree that there are no high priority corridor management strategies ready for implementation. Rehabilitation projects funded under the corridor management program will be subject to the screening criteria guidelines governing the county maintenance and rehabilitation program.

Multi-County/Regional Transit

Funds for the regional transit program will be apportioned to each urbanized area according to

~~FTA Section 5307 apportionment factors to fund transit projects with multi-county or regionwide benefit, and other critical transit needs. Projects that maintain the existing transit system will be given priority. Programming of Section 5307 is under the sole purview of MTC.~~

~~Eligible Strategies~~

~~Eligible **Corridor Management** Strategies are as follows:~~

~~Highways~~[4]

- ~~Traveler assistance, incident response~~
- ~~TOS and supplementary surveillance devices~~[5]

~~Transit/Ridesharing~~[6]

- ~~HOV lane improvements (e.g., signs, striping)~~
- ~~HOV bypass on on-ramps~~
- ~~Park and Ride lots~~
- ~~Bus pullouts~~

---

[3] Rules and criteria for the TLC program have been adopted by the Commission in Resolution No. 3212.

---

[4] Operating assistance if the service implements a corridor management strategy in the appropriate, adopted corridor management plan, and the service meets the Federal Congestion Mitigation and Air Quality eligibility rules. Federal guidance on Congestion Mitigation and Air Quality restricts transit operating assistance to services that are "discrete new addition[s] to the system" and limits it to a maximum period of three years. After that time, other sources of funding must be used. The project sponsor must demonstrate the financial capacity to operate the service during the period for which Congestion Mitigation and Air Quality operating assistance is requested and after this period has expired. This must be demonstrated in the operators' short-range transit plan or equivalent policy endorsed by the board of the sponsoring agency.

Federal guidance on Congestion Mitigation and Air Quality restricts operating assistance for traffic and transit management and traveler information systems/ centers to new or expanded systems with demonstrable air quality benefits. Operating assistance is generally limited to a period of three years. The project sponsor must demonstrate the financial capacity to operate the service after this period has expired.

[5] TOS projects included in the CMA bid lists will be eligible for funding if the requests are consistent with a Caltrans/MTC plan for TOS/TMC currently being prepared, and to the extent that MTC and Caltrans reach a clear agreement on the availability of SHOPP funding for this program.

[6] Please refer to footnote 4, on previous page.

- ~~Relocated/ enhanced transit stops~~
- ~~Transit priority systems to improve timed transfers, schedule adherence (e.g., preemption, phasing)~~
- ~~Real-time traveler information (such as information provided on board vehicles and at stops and stations)~~
- ~~Improved productivity tools (e.g., AVL components, implementing timed transfers)~~
- ~~Earthquake response equipment~~
- ~~New transit vehicles for services that implement corridor management strategies~~[7]
- ~~Transit operating assistance for services that implement corridor management strategies.~~

~~Arterials~~[8]

- ~~Interconnect arterial signals and freeway ramp meters~~
- ~~Arterial signal interconnections and upgrades~~
- ~~Traffic .management centers~~
- ~~Low-cost corrections to geometric deficiencies to improve flow, improve interface with highway, transit or freight operations~~

~~Bicycle/Pedestrian~~

- ~~Bike/pedestrian access to transit centers and regionally important activity centers (e.g., bike routes, storage, station access)~~
- ~~Bike racks on transit~~
- ~~Gap closures for regionally significant Class 1 bike paths and Class 2 bike lanes, including freeway crossings (per the Bay Trail, regional, county, and city bike plans)~~

~~Freight~~

- ~~Weigh-in-motion~~
- ~~Truck parking areas (e.g., truck residential parking permit programs)~~
- ~~Access improvements to/within major distribution centers (ports, etc.)~~

~~Eligible **Safety Strategies** are as follows:~~

~~Highways~~

- ~~Low-cost safety improvements, where identified in corridor operational assessment or where highest priority and not addressed in SHOPP (e.g., reflectors, guard rails, signs, geometric corrections, striping)~~

~~Transit/Ridesharing~~

- ~~Railroad crossing protection devices~~
- ~~Transit security on buses and in stations (capital only)~~

~~Arterials~~

- ~~Intersection enforcement (capital only)~~
- ~~Low-cost safety improvements~~

---

[7] The purchase of new transit vehicles will be eligible under this program if the vehicles will be used to run service that implements a corridor management strategy in the appropriate, adopted corridor management plan. The project sponsor must demonstrate financial capacity to operate the service. This must be demonstrated in the operators' short-range transit plan (SRTP) or equivalent policy endorsed by the board of the sponsoring agency.

[8] Please refer to footnote 4, on previous page.

~~Bicycle/Pedestrian~~

- ~~Low-cost bicycle safety improvements (e.g., sidewalk bulbs, widening shoulders, safe drainage grates, signs, striping, crossing protection)~~
- ~~Pedestrian crossings and crossing protection~~

~~Freight~~

- ~~Railroad crossing protection devices~~

SENATE BILL 45 AND PROJECT DELIVERY

Senate Bill 45 restructured the State Transportation Improvement Program. The legislation provides for more programming control at the county level and also increases the focus on project delivery. In light of the new focus on project delivery for projects programmed in the State Transportation Improvement Program, the CMA has adopted an aggressive "Timely Use of Funds Policy." The policy applies to all funding programs administered by the CMA, including projects programmed in the State Transportation Improvement Program, federal Surface Transportation Program/Congestion Mitigation and Air Quality and the Transportation Fund for Clean Air program.

The policy defines a strategy for project delivery assistance and evaluation of extension requests. It includes the following provisions:

- The CMA will provide sponsors with consultant support in the implementation of projects. This support will include assistance in the development of a baseline schedule and on-call availability for project delivery questions. The CMA and the project delivery assistance consultant will host a project delivery workshop after the adoption of every funding program by the CMA Board. This workshop will be mandatory for all project sponsors and will provide an overview of the program specific requirements for project delivery.

- ~~The CMA will develop a project delivery web site managed by the project delivery consultant. Sponsors will be able to have project delivery questions answered via e-mail through the website. The website will also provide access to project delivery resources such as Caltrans local assistance, MTC and CTC. Project delivery status reports, as well as frequently asked questions, will be posted on the website.~~

- The policy establishes criteria for the evaluation of reprogramming and extension requests. These requests will be evaluated based on the nature of the circumstances causing the delay, the sponsor's adherence to the baseline schedule and previous milestones, and the sponsor's ability to meet future project delivery deadlines.

- Any project sponsor that fails to meet a timely use of funds deadline that results in a loss of programmed funds to Alameda County will be penalized in a future state or federal funding cycle an amount equal to the funds that were lost to Alameda County.

The complete Timely Use of Funds Policy is included as Appendix F.

Relationship to Air Quality Attainment Plans

The Capital Improvement Program, required as part of the CMP, is closely related to federal and state air quality attainment plans. Because the Bay Area failed to attain national ambient air

quality standards before the 1977 Federal Clean Air Act Amendments' 1987 deadline, a revised State Implementation Plan was developed. The purpose of this plan is to show the measures to be taken to reduce air pollution and maintain compliance with federal requirements for annual emissions reductions.

The *Regional Transportation Plan* is required by federal law to conform to the *State Implementation Plan*. Because CMPs are required to be consistent with the *Regional Transportation Plan*, CMPs must also conform to the programs and policies outlined in the *State Implementation Plan*.

State air quality legislation, specifically the California Clean Air Act of 1988, requires the BAAQMD to prepare a Clean Air Plan designed to bring the Bay region's air basin into compliance with state air quality standards by the earliest practicable date. The Clean Air Plan must include transportation control measures as well as stationary (e.g., oil refinery) source controls to achieve and maintain the respective standards for ozone and carbon monoxide.

Other legislation established a joint process between the MTC and BAAQMD for preparing the transportation control measures plan as part of the state Clean Air Plan.[9] The 1997 Clean Air Plan for the Bay Area has been adopted by the BAAQMD.

The BAAQMD has ongoing efforts to attain the more stringent state one-hour ozone standard. As required by state law, the BAAQMD adopted a plan to attain this standard in 1991. The Clean Air Plan was updated in 1994, 1997 and 2000. The 2003 Clean Air Plan is now under development by BAAQMD.

According to BAAQMD, ABAG, and MTC, the Bay Area's air quality setting has not changed much since 1991. Despite hot weather and high ozone levels in 1995, 1996 and 1998, monitoring data show a downward trend in ozone concentrations since the late 1980s. Peak ozone concentrations have declined 1.4 percent per year on average since the 1986-88 base period. The region recorded three excesses of the national ozone standard and 20 excesses of the state standard in 1999, and three excesses of the federal standard and 12 excesses of the state standard in 2000. However, the region's air quality conditions continue to show generally clean air with occasional exceedances of the national ozone standard and more frequent exceedances of the state ozone standard. The federal and state transportation control measures listed in the attainment plans have implications for county CMPs. MTC will give priority to proposed projects that support or help implement any of the transportation control measures outlined in this revised plan. Therefore, Alameda County's Capital Improvement Program highlights any proposed project's link to the Transportation Control Measure Plan. Appendix E includes a table that shows the federal and state transportation control measures and how the 2003 CMP Capital Improvement Program relates to them.

Relationship to the *Countywide Transportation Plan*

The CMA adopted a long-range transportation plan for Alameda County in August 2004~~4~~. Each county within the jurisdiction of MTC can prepare a county transportation plan in cooperation with the cities, county and transit

[9]Assembly Bill 3971 (Cortese)

operators.[10] The county transportation plan is the primary basis for the county's component of the RTP.

The Alameda County CMA will continue to use its CMP as the primary vehicle for implementing the long-range countywide transportation plan. The CMP *Capital Improvement Program Guidelines* and other funding policies adopted by the CMA Board require projects seeking federal or state funding to be consistent with the *Countywide Transportation Plan.* The CMA's transportation investment policies adopted with the Alameda County *Countywide Transportation Plan* are as follows:

- The CMA's investment program shall be balanced in a manner consistent with its adopted funding equity formula.
- The CMA's investment program shall be tailored to meet local needs of each corridor and coordinated to ensure the safe and efficient movement of people and freight.
- Resources will be focused on high priority projects identified in Tier 1over the next several state and federal funding cycles to ensure delivery of these projects. High priority projects are those projects that provide congestion relief, improve mobility and/or connectivity that extend beyond a single area.
- The CMA shall make every effort to secure additional revenues necessary to fund an investment program which gives appropriate balanced emphasis to:
  - The safe and efficient operation of the existing transportation system
  - The maintenance and rehabilitation of existing facilities and services
  - The implementation of those projects that are ready for implementation and for which funding has been committed in the CMP
  - Those improvements necessary to enhance the safety and operating efficiency of critical freight routes
  - Those improvements necessary to enhance transit service
  - Those major investments that are identified through the corridor/ areawide transportation management planning process

By consensus, the CMA adopted an additional policy which requests project sponsors to show the CMA as a funding partner on new advertisements displayed for transportation improvements. For example, roadside signs placed near construction zones that advertise the name of project sponsors such as the State of California, the Alameda County Transportation Authority and/or local jurisdictions, should also list the Alameda County Congestion Management Agency.

The CMA Bboard approved the updated long-range transportation plan in August, 20044. Any changes in policy affecting the CMP are incorporated in the 20054 update of the CMP.

Relationship to CMA Corridor Studies

The CMA has identified a need for corridor/areawide management planning, which was identified in the *Countywide Transportation Plan.* The planning process approved in the plan will:

- Provide valuable information in assessing longer term land-use impacts and possible solutions;

[10] Assembly Bill 3705 (Eastin), Statutes of 1988

- Identify comprehensive approaches to congestion management which can aid in the development of deficiency plans where level-of-service standards have been or are expected to be exceeded; and
- Provide support that allows each community within the corridor/area to demonstrate how the community's share of cumulative/regional transportation impacts could be mitigated through cooperative planning and investment. Since adoption of the 2001 *Countywide Transportation Plan* and 1999 CMP, corridor studies have been completed for I-80, I-580/Altamont, I-880 Intermodal Corridor, San Pablo Avenue, the SMART Corridor programs in the San Pablo and I-880 corridors, I-680 HOT Lane Feasibility Study and North I-880.

A DIVERSIFIED STRATEGY

The long-range transportation plan points to a diversified strategy for managing congestion and sustaining mobility. The following findings highlight this need for a strategy, which includes all reasonable options:

- The Alameda *Countywide Transportation Plan* Tier 1 ~~and 2~~ includes $~~2.8~~1.31 billion in projects, programs and services.
- Even with this extensive investment, the countywide travel model forecasts congestion to become more severe by 2025.
- It is therefore clear that we cannot rely solely on investment in facilities and services as a way out of the transportation problem.
- The transportation needs in Alameda County outweigh the available revenues over the 25-year period in Alameda County.
- It is therefore apparent that all available options must be considered to sustain an acceptable level of mobility in Alameda County—pricing strategies, land-use strategies, managing the existing system better to stretch its capacity, options such as telecommuting which reduce work trips, carefully selected transportation investment, new and/or expanded revenue sources, and other approaches which may surface.
- One approach by itself is unlikely to be successful.

The Capital Improvement Program includes projects, which further a diversified strategy. Operational improvements intended to efficiently use existing facilities, transit investment and coordination, intermodal freight facilities, non-motorized facilities, and other investment strategies have been considered in the development of the CMP Capital Improvement Program.

As adopted in the 200~~4~~1 *Countywide Transportation Plan*, the diversified strategy for transportation investments in Alameda County consists of eight component elements:

- an investment program with the flexibility to finance street, highway and mass transit projects, so that each can be employed where it offers the most cost-effective method of transportation improvement;
- a commitment to equity in funding which ensures that each of the county's four planning areas enjoys a level of investment commensurate with its share of the countywide population;
- funding policies designed to enhance the priority of those highway and transit projects that have been identified through the

corridor/areawide transportation management planning process;

- funding policies designed to ensure adequate expenditures for the maintenance, operation and operational improvement of existing facilities and services;
- funding policies designed to ensure efficient operation of those facilities that are essential for freight movement;
- cooperative planning designed to engage city, county, CMA and state authorities in planning for corridor/areawide traffic management;
- planning guidelines designed to ensure strategic treatment of hubs, gateways and intermodal terminals; and
- pricing policies designed to reconcile mobility and air quality and provide more options to the public.

COMPONENTS OF THE CAPITAL IMPROVEMENT PROGRAM

The ~~2003~~ 2005 Alameda County Capital Improvement Program covers a 6-year period (fiscal year ~~2003-04~~2005-06 to ~~2008-09~~2010-11) and is comprised of the following:

- major capital projects and transit rehabilitation projects programmed in the ~~2004~~ 2006 State Transportation Improvement Plan and the reauthorization of the Transportation Efficiency Act; and
- other major highway, transit and local projects intended to maintain or improve the performance of the CMP network.

The Capital Improvement Program also includes a list of projects needing a project study report (PSR). A PSR will identify a project's cost and scope, and is a requirement for a project before it can be included in the State Transportation Improvement Program.

The projects in the Capital Improvement Program are linked to the vision and projects presented in the ~~2001~~ 2004 *Countywide Transportation Plan.* The Capital Improvement Program projects are taken from the 25-year plan either as a specific capital project or from funding set aside to cover categories of projects, including maintenance and rehabilitation of local streets and roads, transit capital replacement, bicycle and pedestrian improvements, and operational improvements.

Figure 12 describes the process for soliciting, evaluating and selecting projects for state and federal funding. In order to assure consistency with regional transportation and air quality goals, Alameda County's priorities for state and federal funding are developed to be consistent with MTC's programming policy.

FUNDING OF THE CAPITAL IMPROVEMENT PROGRAM

The Capital Improvement Program includes projects anticipated to assist in maintaining the level of service and performance standards of the CMP. Funding for all projects, however, has not been secured. Some projects shown in the Capital Improvement Program may need supplemental funding from other sources or may be submitted for state/federal funding consideration in future years.

The CMA is exploring sources of new revenue for transportation facilities and services considered in the *Countywide Transportation Plan.* Revenue enhancement is a critical

component of the plan; the transportation need over the next 25 years exceeds available revenues. The CMA will support new revenue sources which best meet the goals of the long-range transportation plan and CMP. These revenue sources could include a regional, state or federal gas tax increase or a bridge toll increase. The CMP law itself suggests another possible funding source—traffic impact fees.[11] The Tri-Valley Transportation Council including the cities of Livermore, Dublin and Pleasanton and Alameda County has developed a sub-area traffic mitigation fee. The Council has adopted an Expenditure Plan identifying the projects to be included in the final fee and has begun implementation. The city of Livermore also adopted a traffic-mitigation fee in 2001 to fund regional transportation improvements in the city of Livermore.

CAPITAL IMPROVEMENT PROGRAM

Table 15 lists the Alameda County projects recommended for funding in the ~~2004~~ 2006 State Transportation Improvement Plan ~~and the 2003 CMA Transportation Improvement Plan~~. These projects have been screened for consistency with the *Countywide Transportation Plan*. The ~~2004~~ 2006 State Transportation Improvement Plan is scheduled to be approved by the California Transportation Commission in ~~August 2004~~April 2006.

Table 16 contains Major Capital Projects and Transit Rehabilitation Projects programmed in the ~~2002~~ 2004 State Transportation Improvement Plan, TEA-21 and other major highway, transit and local projects intended to maintain or improve the performance of the CMP network.

The Capital Improvement Program also includes the CMA's adopted project study report priority list, shown in Table 17. Project study reports specify the project costs, project scope and alternatives, and are required before a project can be included in the State Transportation Improvement Program. Each county's prioritized project study report list can be included in the Regional Transportation Improvement Program.[12]

UPDATING THE CAPITAL IMPROVEMENT PROGRAM

The CMP law requires biennial updating of the Capital Improvement Program. In order to update the program, each city, the county, Caltrans, the Port of Oakland, each transit operator and other project sponsors must, by February 1 of each odd numbered year, submit to the CMA a list of projects intended to maintain or improve the level of service on the designated system and to meet transit performance standards.

[11] Section 65089(b)(4)

[12] Assembly Bill 2038 (Eastin) Statutes of 1990

Figure 12 — CMA Process for Selecting Projects for State and Federal Funding

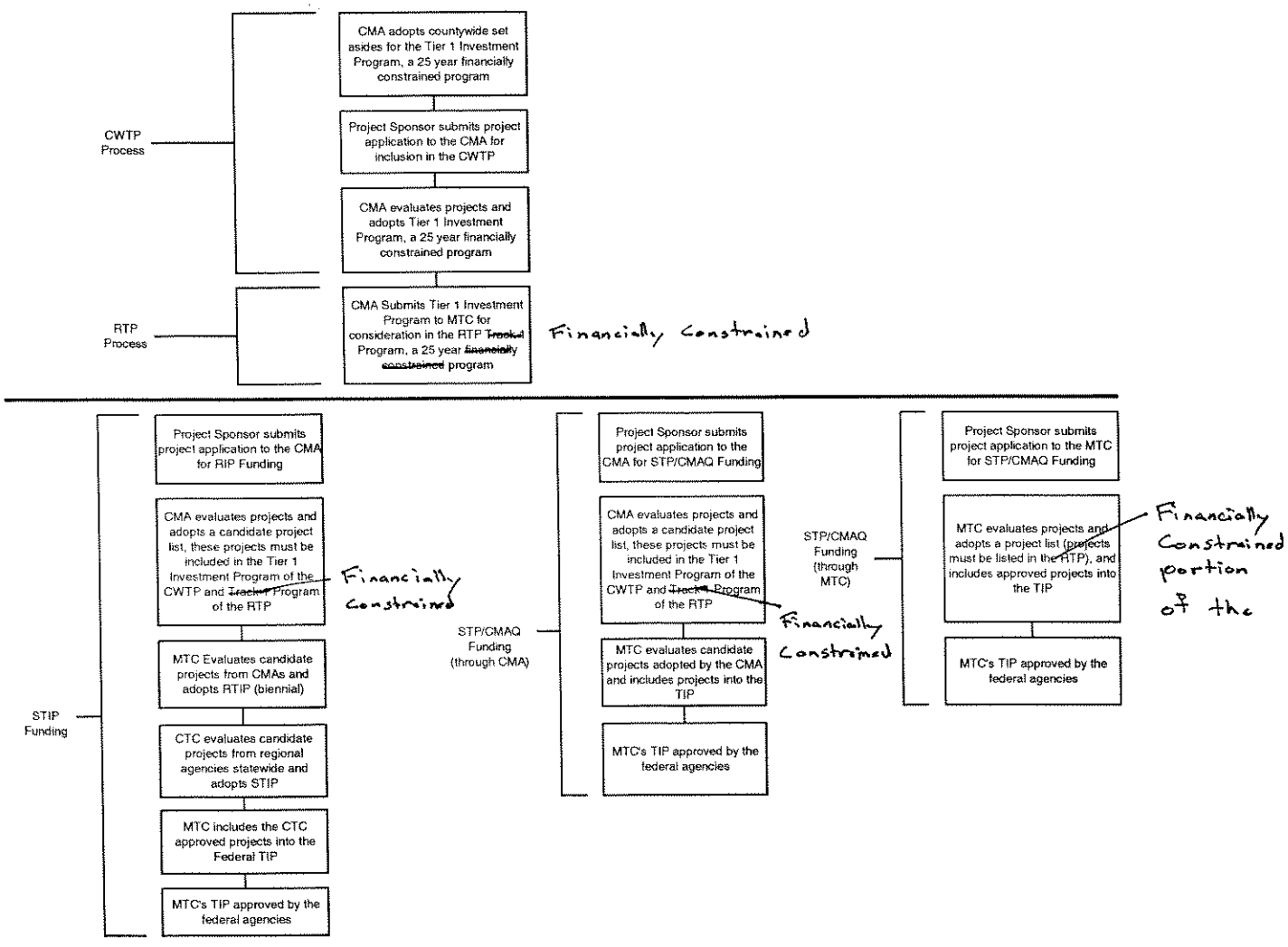


Table 15 — Projects Recommended for Funding in the ~~2004~~ 2006 State Transportation Improvement Program ~~and the 2003 CMA Transportation Improvement Program~~
(TABLE TO BE UPDATED WHEN 2006 STIP PROCESS COMPLETED)

SPONSOR	PROJECT	2004 STIP/2003 CMA TIP PROPOSED FUNDING ($ x 1,000) FY 03/04	FY 04/05	FY 05/06	FY 06/07	FY 07/08	FY 08/09	Total
		-	-	-		-	-	
		-	-		-		-	
		-		-	-		-	

Table 16

Draft CIP Table -2005 CMP Update

Sponsor	Project Name / Description	Project Funding ($ x 000's) Federal	State	Local	Total
Lump Sum Projects					
All Alameda Jurisdictions	*Roadway Capital Investment*	805	54	6,365	7,224
All Alameda Jurisdictions	*Roadway Rehabilitation Investment*	3,722	300	229,320	283,342
All Alameda Jurisdictions	*Roadway Operations Investment*	0	3,136	18,853	39,989
All Alameda Jurisdictions	*Bicycle Pedestrian*	4,085	9,543	34,128	47,756
All Alameda Jurisdictions	*Transit Capital Replacement*	501	0	718	1,219
All Alameda Jurisdictions	*Other Projects*	747	0	15,301	16,048
Individual Project Listings					
Roadway Capital Investment					
Alameda	Tinker Extension	6,200		8,600	14,800
Alameda	Mitchell Street			12,000	12,000
Alameda	Atlantic Ave Street Improvements			6,100	6,100
Alameda/ACTIA	I-880/Broadway - Jackson Street Interchange (Phase 1)		6,223	4,930	11,153
Alameda/ACTIA	I-880/Broadway - Jackson Street Study (Phase 2)			2,000	2,000
Alameda County/ACTIA	I-580 Interchange Improvements in Castro Valley	14,200		12,060	26,260
Alameda County/ACTIA	Lewelling Blvd/East Lewelling Blvd. Improvements Phase I			13,400	14,600
Alameda County	Lewelling Blvd/East Lewelling Blvd. Improvements Phase II	7,900			18,000
ACCMA	I-580 Auxilary Lane			12,195	12,195
ACCMA/ACTIA	I-238 Widening	17,500	30,816	81,667	129,983
Berkeley	Gilman Street Rehabilitation	17,200		11,300	28,500
Caltrans	SR 24/Caldecott Tunnel	18,000	87,000	125,000	230,000
Caltrans	Sunol Grade HOV Corridor-Northbound	33,020	41,346	20,754	95,120
Caltrans	Sunol Grade HOV Corridor-Southbound	52,003	15,554	4,167	71,724
Caltrans	Sunol Grade HOV Corridor-Soundwalls	1,730	8,717	431	10,878
Caltrans	Sunol Grade HOV Corridor-Smart Lanes Southbound	6,467		5,033	11,500
Caltrans	I-580 HOV lane - Eastbound "ultimate"				75,000
Caltrans	I-580 HOV lane - Westbound "ultimate"				75,000
Caltrans	I-580 HOV lane - Eastbound "interim"				70,000
Caltrans	I-880/SR 92 I/C			10,000	10,000

Caltrans/ACTA	I-880/Mission Blvd (SR 262)/Warren Ave. I/C Reconstruction and I-880 Widening (Phase 1A)	10,312	82,315	63,619	156,246
Caltrans/ACTA	I-880/Mission Blvd (SR 262)/Warren Ave. I/C Reconstruction and I-880 Widening (Phase 1B)			12,281	12,281
Caltrans/ACTA	Route 84 Realignment in Fremont & Union City		10,000	85,890	95,890
Dublin	I-580/Fallon Road Interchange Improvement			14,549	14,549
Dublin	Dougherty Road Improvements from I-580 to Houston Place			13,541	13,541
Dublin	Scarlett Drive/Iron Horse Trail Extension			10,642	10,642
Dublin	Saint Patrick Way from Regional Street to Golden Gate Drive			1,633	1,633
Emeryville	I-80/Ashby/Shellmound Interchange Improvements		25,600	3,060	28,660
Fremont	Grade Separations at Washington Blvd. & Paseo Padre Pkwy		8,441	66,642	75,083
Fremont	Osgood Rd. Widening	1,500		4,125	5,625
Hayward	West A Street Realignment - Hesperian to Golf Course Road			3,488	3,488
Hayward/ACTA	Route 238 Corridor Improvement Project			90,000	90,000
Hayward/ACTIA	Route 92/880 Reliever Route			61,300	61,300
Livermore/ACTIA	Isabel Avenue Widening (Route 84 Expressway)			86,112	86,112
Livermore	First Street Improvements, Phase I		800	11,190	11,990
Livermore	El Charro/I-580 Interchange			6,000	6,000
Livermore	First Street /I-580 Interchange Improvements			30,000	30,000
Livermore	Measure B: Isabel Avenue/I-580 Interchange	10,800	12,600	80,000	103,400
Livermore	W. Jack London Blvd. widen/extend between Ela Charro Rd. and Isabel Avenue			25,000	25,000
Livermore	Las Colinas Rd. extension to Redwood Road north of I-580			2,360	2,360
Livermore	Las Positas Road widen between Vasco Rd. and Preston Avenue			1,169	1,169
Livermore	Las Positas Road widen between First Street and Bennett Drive			1,496	1,496
Livermore	N. Livermore Avenue widen between I-580 and Portola Ave. from 4 to 6 lanes			1,190	1,190
Livermore	Portola Ave. from Collier Cnyn to Isabel Expwy.			5,937	5,937
Livermore	South Vasco Rd. overpass widen to 6 lanes (Brisa St. to Patterson Pass Rd.)			2,234	2,234
Livermore	Stanley Blvd. widen between Mureita Blvd. to west city limit from 4 to 6 lanes.			6,669	6,669
Livermore	Vasco Road widen between Patterson Pass Rd. and Las Positas Blvd. from 4 to 6 lanes.			5,600	5,600
Livermore	Vasco Road widen between Las Positas Blvd. and I-580 from 4 to 6 lanes.			2,400	2,400
Livermore	Vasco Road widen from I-580 to Scenic Avenue from 4 to 6 lanes.			2,800	2,800
Livermore	Vaco Road/I-580 Interchange			45,674	45,674

Livermore	Vasco Road ACE Station Parking Lot R/w Acquisition			1,880	1,880
Livermore	Isabel/Vallecitos Intersection Improvements			2,500	2,500
Livermore	Dublin Blvd.-North Canyons Extension			6,000	6,000
Livermore	I-580/Greenville Rd. Interchange			35,000	35,000
Livermore	Greenville Rd. widening at UPRR			10,600	10,600
Newark	Central Avenue Overpass	12,400		2,230	14,630
Newark	Thornton Avenue Widening	5,650		1,429	7,079
Oakland	I-880 Northbound @ 29th Avenue - Ramp Replacement & Operational Improvements	2,500		10,000	12,500
Oakland	42nd/High St. Access Improvements to I-880 (ROW)		3,130		3,130
Oakland	Mandela Parkway Extension (ROW)		1,900		1,900
Port	Airport Loop Road Improvements				60,000
Pleasanton	Construct second Bridge over Arroyo de la Laguna at Bernal Avenue			1,900	1,900
Port	North Field Air Cargo Access Road	900			15,000
Port	Reconstruct 7th St./Rail Grade Separation				68,800
Port	Reconstruct Adeline St. Overpass				60,000
Port	Realign Maritime St.				30,000
Port	Build truck access ramp to E/B I-80 at 7th St.				5,000
San Leandro	Davis St./I-880 Overcrossing (Project Development)	750		250	1,000
San Leandro	Westgate Extension to Williams St.			2,600	2,600
Roadway Operations Investment					
Alameda County	Castro Valley/Foothill Blvd. Intersection Improvements				2,500
Alameda County	Crow Canyon Road Safety Improvements	4,100	500	1,500	6,100
Alameda County	Vasco Road Safety Improvements- Phase I	8,500	6,500	7,446	22,446
Alameda County	Vasco Road Safety Improvements- Phase II				20,000
Oakland	Integrated Traffic Management Center and Emergency Operations Center	744		744	1,488
Bicycle Pedestrian					
Alameda County	Castro Valley Blvd. Streetscape Improvements				15,000
Alameda County	Coliseum BART to Bay Trail Connector				6,000
Alameda County	E.14th/Mission Pedestrian/Transit/Streetscape				20,000
Alameda County	Grant Avenue Pedestrian/Bicycle Trail				2,000

Alameda County	Hesperian Streetscape Improvements				14,600
Alameda County	Sunol Town Center Streetscape and Pedestrian Improvements				1,100
BART	Station Electronic Bicycle Locker Program (Alameda County portion)			1,100	1,100
Berkeley	9th Street Bicycle Boulevard Extension	398	687		1,085
Berkeley	Citywide Sidewalk and Curb Ramp Program		258	4,410	4,668
Oakland	Downtown Streetscape/14th and Broadway			9,615	9,615
Oakland	Chinatown Bike/Ped Improvements	2,200		477	2,677
Oakland	Coliseum Transit Hub Streetscape	1,600		452	2,052
Oakland	40th Street Ped Improvement Project	881		370	1,251
Oakland	Coliseum BART to Bay Trail Bike/Ped Connector			1,150	1,150
Oakland	Oakland Bay Trail: Mandela Parkway (Mandela, 7th to 8th; and 8th St, Union to Mandela.	902		125	1,027
Oakland	Coliseum Transit Hub Streetscape Improvements	1,600	319	1,800	3,719
Oakland	Coliseum BART to Bay Trail Bike/Pedestrian Connector		150	1,000	1,150
Oakland	Lakeshore Ave. (El Embarcadero - 18th St) Bike/Ped Imps	500	250	250	1,000
Oakland	Lakeshore/1st Ave. (8th-12th Streets) Bike/Ped Imps	175	85	85	345
Oakland	Lakeside Drive/Harrison to Bay Place/27th Bike/Ped Imps	250	125	125	500
San Leandro	San Leandro Slough Ped/Bike Bridge	2,320	280	500	3,100
San Leandro	San Leandro Marina Bay Trail			1,000	1,000
San Leandro	W. Estudillo Ave. Streetscape Improvements	2,900			2,900
Transit Capital Replacement					
AC Transit	ADA Paratransit Assistance	24,000		6,000	30,000
AC Transit	Preventive Mainenance Program	32,000		8,000	40,000
AC Transit	Welfare to Work/Job Access	24,000		24,000	48,000
AC Transit	Maintenance Facility Upgrades	10,000	3,000	2,500	15,500
AC Transit	Information System Upgrades	4,000		1,000	5,000
AC Transit	Paratransit Vehicle Lease	4,500		1,125	5,625
AC Transit	Bus Replacement - 61 Thirty Foot Buses	20,500	3,600		24,100
AC Transit	Bus Replacement - 30 Artic Buses	19,300	2,150		21,450
AC Transit	Bus Replacement - 71 standard buses	30,000	3,330		33,330
AC Transit	Bus Replacement - 132 standard buses	58,100	6,460		64,560

ACTIA	Transit Center Development			1,110	1,110
BART	Transit Capital Rehabilitation: Alameda County Share	1,451,608			1,451,608
BART	Transit Capital Shortfall: Alameda County Share	93,312			93,312
ACCMA	I-580 Corridor/BART Studies			10,625	10,625
LAVTA	Replacement Program - Fixed Route Vehicles	10,148		2,439	12,587
LAVTA	Replacement Program - Paratransit Vehicles	1,221		250	1,471
LAVTA	Preventative Maintenance	1,383			1,383
LAVTA	Major Component Rehabilitation Program (Engine and Transmissions)			2,400	2,400
LAVTA	Satellite Facility Construction	4,490	4,000	3,694	12,184
LAVTA	RM 2 Express Bus Operating			2,099	2,099
Other Projects					
Alameda County	Fruitvale Avenue Bridge (Lifeline)				30,000
Alameda County	Bernal ACE Station				3,000
AC Transit	Berkeley/Oakland San Leandro BRT-Phase I Rapid Bus			18,400	18,400
AC Transit	Berkeley/Oakland San Leandro BRT-Phase II - BRT	6,431		59,400	65,831
BART	Oakland Airport Connector		92,000	162,300	254,300
BART	Warm Springs Extension		1,687	468,000	469,687
BART	West Dublin/Pleasanton BART Station			58,000	58,000
Berkeley	Berkeley Rail Stop & Transit Plaza	641	279	1,149	2,069
Emeryville	Intermodal Transit Center/Parking Garage@Amtrak Station	200	15,890	2,250	18,340
Newark/ACTIA/ SMCTA	Dumbarton Corridor Project			202,400	202,400
Oakland	Transit Village Intermodal Access (Coliseum and MacArthur BART Stations)	1,000		10,000	11,000
Oakland	Coliseum Transit Hub Streetscape Improvements	1,600	319	1,800	3,719
Oakland	Coliseum Transit Village	500	850	5,000	6,350
Port	Joint Intermodal Terminal (JIT) Expansion: Outer Harbor Intermodal Terminal (OHIT)				87,500
Port	On-Port Access Improvements to Intermodal Facilities				12,000
Port	Upgrade UPRR Drill Track North of Port				6,000
Union City	UPRR Ped Grade Separation		1,800	200	2,000
Union City	UC Intermodal Station	1,124	6,027	11,985	19,136

Table 17 — Project Study Report Priority List

TABLE TO BE UPDATED

PROJECT LOCATION	PROJECT DESCRIPTION (PSRs to be completed by Caltrans)	COMMENTS

CHAPTER EIGHT

Conformance, Monitoring and Deficiency Plans

The CMA is responsible for ensuring local government conformance with four elements of the CMP: the trip-reduction program, the land-use analysis program, payment of membership dues, and level-of-service standards.[1]

Monitoring provides feedback to determine whether the CMP's objectives are being met. The system performance data collected in the monitoring process can be used to adjust either the CMP or the actions of the local governments to meet legislative requirements. Monitoring also provides information that can be used to update the countywide travel model and database; adjust travel-demand management measures, transit standards, and level-of-service standards; and to determine whether it will be necessary for a local government to develop a deficiency plan. Deficiency plans are required where level-of-service standards are not being met.

Travel-Demand Management Element

Local jurisdictions must adopt site-design guidelines and implement congestion-reducing capital projects to meet the travel-demand management requirements.

The site-design guidelines must enhance transit/pedestrian/bicycle access. Each jurisdiction must submit a Site Design Guidelines Checklist by September 1 of each year specifying that they have adopted and are implementing such guidelines to encourage the use of alternative modes of travel.

Further, they must undertake capital improvements that contribute to congestion management and emissions reduction. Each jurisdiction is required to participate in the Transportation Fund for Clean Air, Surface Transportation Program, Congestion Mitigation and Air Quality and other funding programs and to submit projects that support bicycle, pedestrian, transit or carpool use. Details are provided in Chapter 5, Travel-Demand Management Element. (See Appendix D for the Travel-Demand Management Checklist.)

Land-Use Analysis Program

The CMA is required to develop a program that will analyze the impacts and determine mitigation costs of land-use decisions on the regional system. Local governments are responsible for implementation of the program. The program approach is described in Chapter 6, Land-Use Analysis Program.

Local jurisdictions are responsible for approving, denying, or altering projects and land-use decisions and are required to determine land-development impacts on the Metropolitan Transportation System and formulate appropriate mitigation measures commensurate with the magnitude of the expected impacts.

[1] California Government Code Section 65089.3

Capital Improvement Program

The CMA is required to prepare and biennially update a Capital Improvement Program aimed at maintaining or improving transportation service levels as described in Chapter 7, Capital Improvement Program. Each city, the county, transit operators and Caltrans will provide input to these biennial updates.

Level-of-Service Standards

Local governments are accountable for meeting level-of-service standards as described in the CMP. If such standards are not met, a deficiency plan must be developed to describe how jurisdictions plan to meet the adopted level-of-service standards at the deficient segment or intersection, as well as how level of service of the system and air quality improvements will be achieved.[2]

CONFORMANCE

The CMA is responsible for determining conformance—whether or not local governments are complying with the requirements of the CMP.[3] The CMA compares the monitoring information (discussed in the next section) provided by local governments to the requirements of the adopted CMP. Reasons for non-conformance could include inadequate monitoring information, inadequate deficiency plan development, or failure to follow through with the program requirements for level-of-service, site design guidelines, capital improvements and land-use analysis.

In addition to these requirements, each city and the county must contribute its apportioned share to the support of the administrative costs of the CMA.

If the CMA finds a local jurisdiction in non-conformance, it will notify the local jurisdiction, which then has 90 days to remedy the area(s) of non-conformance. If the local jurisdiction does not effect a remedy, the CMA will notify the State Controller to withhold the Proposition 111 fuel tax funds to that jurisdiction, and the jurisdiction will not be eligible to receive funding for projects through the federal Surface Transportation Program or Congestion Mitigation and Air Quality Program, or the State Transportation Improvement Program.

If, over the next 12 months, the CMA determines that the jurisdiction is in conformance, the withheld Proposition 111 funds will be released. If after the 12-month period the city or County has not conformed, the withheld Proposition 111 funds will be released to the CMA for projects of regional significance included in the CMP or deficiency plans.

MONITORING

Outlined below is the monitoring that each jurisdiction should undertake to document to the CMA that it conforms to CMP requirements. Table ~~19~~ 18 lists the schedule and basic requirements for monitoring. Further action by the CMA may be necessary to develop rules, procedures and other data requirements for monitoring and conformance.

[2] California Government Code Section 65089.3(d)

[3] If the city of Oakland is found to be out of conformance, the Port of Oakland's projects will be treated as a city of Oakland project for purposes of CMP requirements and state statutes.

Table 18 — Conformance and Monitoring

SCHEDULE OF LOCAL GOVERNMENT AND TRANSIT OPERATOR REQUIREMENTS

Designated Roadway System

By June 30, 20084 submit a list of potential CMP-designated routes based on Spring 20084 24-hour traffic counts.

Roadway Level-of-Service Standards (CMA)*

Biennially in even numbered years - Monitor the level of service on the designated system and report to the CMA by May 1 of each year relative to consistency with the adopted standards.

Performance Element (CMA/Transit Operators/Cities/County)

By June 1 of each year - By submitting its short-range transit plan, report to the CMA relative to attainment of the established standards.

As part of this report, identify the resources necessary to continue to maintain this transit performance level during the succeeding five years.

August 1 of each year - Submit available transportation performance measurement data to CMA for use in the Annual Transportation Performance Report.

Trip Reduction and Travel Demand (CMA)

By September 1 of each year - submit the completed Site Design Guidelines Checklist to the CMA certifying that the Guidelines have been adopted and implemented.

Land-Use Analysis Program (Cities/County)

By September 1 of each year - Demonstrate to the CMA that the program is being carried out.

Capital Improvement Program (Cities/County/Transit Operators/Caltrans/Port of Oakland/Others)

By February 1 of each odd numbered year - Submit a list of projects intended to maintain or improve the level of service on the designated system, and to maintain transit performance standards. The Travel-Demand Management Element requires that local jurisdictions consider inclusion in the CIP, projects which support alternative modes.

* The CMA is currently monitoring level-of-service standards. If the cities, county or Caltrans assume responsibility, monitoring will be accomplished through a self-certification process involving the local jurisdictions and/or Caltrans and the CMA. See Chapter 3 for details relating to methods, frequency, etc.

Roadway Level-of-Service Standards

The CMA currently monitors level-of-service standards. If the cities, county or Caltrans assume this responsibility, monitoring may be accomplished through a self-certification process involving the local jurisdictions and/or Caltrans and the CMA. In this event, the responsible agency will annually monitor the level of service on segments of the CMP-designated system under its jurisdiction. Where a segment falls within two or more jurisdictions, the jurisdiction responsible for monitoring the segment is the jurisdiction with the greatest segment mileage. If the local jurisdictions choose to conduct monitoring of level-of-service on CMP roadways, the process described below shall be followed.

The jurisdiction must conduct a p.m. peak period ~~hour~~ (4 p.m. to 6 p.m.) and a.m. peak period (7 a.m. to 9 a.m.) travel-speed sampling on a non-holiday Tuesday, Wednesday or Thursday and analyze level of service based on that data consistent with the methods for determining level of service outlined in the Chapter 3, Level-of-Service Standards. Studies on the impact of proposed development may supply some of the data (provided the sampling is done during the timeframes specified above), thereby reducing the need for data collection.

If the level of service is determined to be A, B or C for any year that is monitored, the monitoring frequency will then become every other monitoring period, until such time as the segment is found to operate at LOS D. Any segment determined to operate at LOS D, E, or F should then be monitored every study year.

If a segment not included in an infill opportunity zone is found to not meet the adopted level-of-service standards (see Chapter 3) in p.m. peak period, a deficiency plan must be prepared in accordance with CMP requirements. The a.m. peak monitoring is for informational purposes only.

Performance Measures

Although there are no statutory requirements regulating performance element monitoring, the CMA intends to continue preparing a transportation performance report annually. The report will summarize current performance data, highlight any significant changes in performance and provide broad analyses of the results and any implications for policy and investment decisions made by the CMA.

DEFICIENCY PLANS

Deficiency plans provide a method for local governments to focus on areas where congestion problems are keeping system performance from meeting adopted standards. They provide an opportunity to analyze the causes of the problems and determine whether they can be fixed by local improvements or if it would be best to employ measures that will improve overall system efficiency and air quality.

Deficiency plans also provide local governments with the opportunity to give priority to system and non-capital mitigation methods to relieve congestion. The statutes specifically point to improved public transit service and facilities, improved non-motorized transportation facilities, high-occupancy vehicle facilities, parking cash-out programs and transportation control measures.

Table ~~18~~ 19 summarizes the roadway or ramp segments that require or have required deficiency plans.

Table 19 — Roadway Segments Year of Deficiency Plan

STATUS	JURISDICTION	SEGMENT	YEAR DEFICIENCY PLAN REQUIRED
Deficiency Plan approved by CMA Board November 2001~~0~~.	Alameda County (participating jurisdictions: Oakland, San Leandro, Dublin, Pleasanton, Livermore)	I-580 Westbound from Center Street to I-238	2000
Deficiency Plan approved by CMA Board November 2001~~0~~ and is being implemented	Fremont (participating jurisdiction: Newark)	Mowry Avenue Eastbound from Peralta Boulevard to SR 238/Mission Boulevard	2000
Deficiency Plan approved by CMA Board November 1999 and ~~is being~~has been implemented, LOS Standard restored.~~.~~	Berkeley (participating jurisdictions: Albany, Oakland, Emeryville)	San Pablo Avenue Northbound from Allston Way to University Avenue	~~Deficiency Plan implemented, LOS Standard Restored~~ 1998
Deficiency Plan approved by CMA Board November 1999 and has been implemented, LOS Standard restored~~.~~	Berkeley	University Avenue from San Pablo Avenue to Sixth Street	~~Deficiency Plan implemented, LOS Standard Restored~~ 1998
Deficiency Plan approved by CMA Board November 1999 and is being implemented.	Oakland (participating jurisdictions: Berkeley, Alameda)	The freeway connection between SR 260 eastbound (The Posey Tube) and northbound I-880	1998

Deficiency Plan Requirements

The need for deficiency plans is identified following the biennial level-of-service monitoring of the CMP roadway network. Deficiency plans are required once it is recognized that a CMP segment is not meeting the adopted level-of-service standard after allowable exemptions.

At a minimum, deficiency plans must include:

Identification and analysis of the causes of the deficiency.

A list of improvements necessary for the deficient segment or intersection to maintain the minimum level of service otherwise required and the estimated costs of the improvements.

A list of improvements, programs or actions (and estimates of their costs) that will measurably improve multimodal performance of the system, and contribute to significant improvements in air quality.

An action plan of the most effective implementation strategies to maintain the minimum level-of-service standards at the deficient segment, or to improve the current and future level of service of the system and contribute to significant air quality improvements. The action plan must include implementation strategies, a specific implementation schedule, and a description of its funding and implementation strategies. Special consideration for state or federal requirements must be taken into account when determining the feasibility of the action plan. Improvements funded through the CMP Capital Improvement Program, whether having local or system impact, must not degrade air quality.

Local Government Responsibilities

Local governments are responsible for preparing and adopting deficiency plans—proposed methods for bringing areas that do not meet level-of-service standards up to par. However, they will need to consult with the CMA, Caltrans, local transit providers, and BAAQMD as they prepare their deficiency plans. Local public-interest groups and members of the private sector may also have an interest in the development of deficiency plans.

During the process of developing the plan, the local agency will need to consider whether it is possible to make physical improvements to the deficient segment. It may not be possible to do so for a number of reasons, including cost, availability of real estate, public opposition and air quality plan conflicts.

In developing the deficiency plan, both local and system alternatives must be considered and described. Local governments and the CMA should examine the impact of the proposed deficiency plan on the CMP system. An action plan to implement the chosen alternative must also be provided.

Multi-jurisdictional Deficiency Plans

If it is determined that more than one local jurisdiction is responsible for causing a deficient segment or intersection, all responsible local jurisdictions shall participate in the development of a deficiency plan to be adopted by all participating local jurisdictions. The local jurisdiction in which the deficiency occurs shall have lead responsibility for developing the deficiency plan and for coordinating with other

local jurisdictions that have an impact on the system.[4]

Jurisdictions must participate if traffic to or from that jurisdiction, either an origin or destination at the deficient segment, represents 10 percent, as estimated by a CMA-certified model, of the capacity of the freeway/roadway.

Additional policies are:

In order to eliminate any gaps and to ensure continuity in the planning process, a jurisdiction that does not meet the 10 percent threshold shall be required to participate in the deficiency plan process if it is surrounded by jurisdictions which meet the threshold for participation;

All participating jurisdictions shall adopt identical deficiency plan action plans.

The percent contribution of traffic specifically does not imply a commensurate financial share of the Deficiency Plan Action Plan;

All owners/operators of a deficient segment of freeway or roadway along with transit operators shall be invited to participate in the deficiency plan process;

A jurisdiction shall have the right to appeal as depicted in the Multi-jurisdictional Deficiency Plan Appeal Process (Figure 13); and

For purposes of determining the capacity of a freeway or roadway the following criteria shall be used for multi-jurisdictional deficiency plans unless a local jurisdiction can demonstrate an alternative capacity:

Freeways: 2,000 vehicles/lane/hour
2-lane highways: 1,400 vehicles/lane/hour
Arterials: 800 vehicles/lane/hour

If a local jurisdiction responsible for participating in a multi-jurisdictional deficiency plan does not adopt the deficiency plan in accordance with the schedule and requirements outlined above, that jurisdiction shall be considered in non-conformance with the CMP.[5]

Local jurisdictions outside Alameda County that contribute significantly to a deficiency plan will be invited to participate, but cannot be compelled to do so.

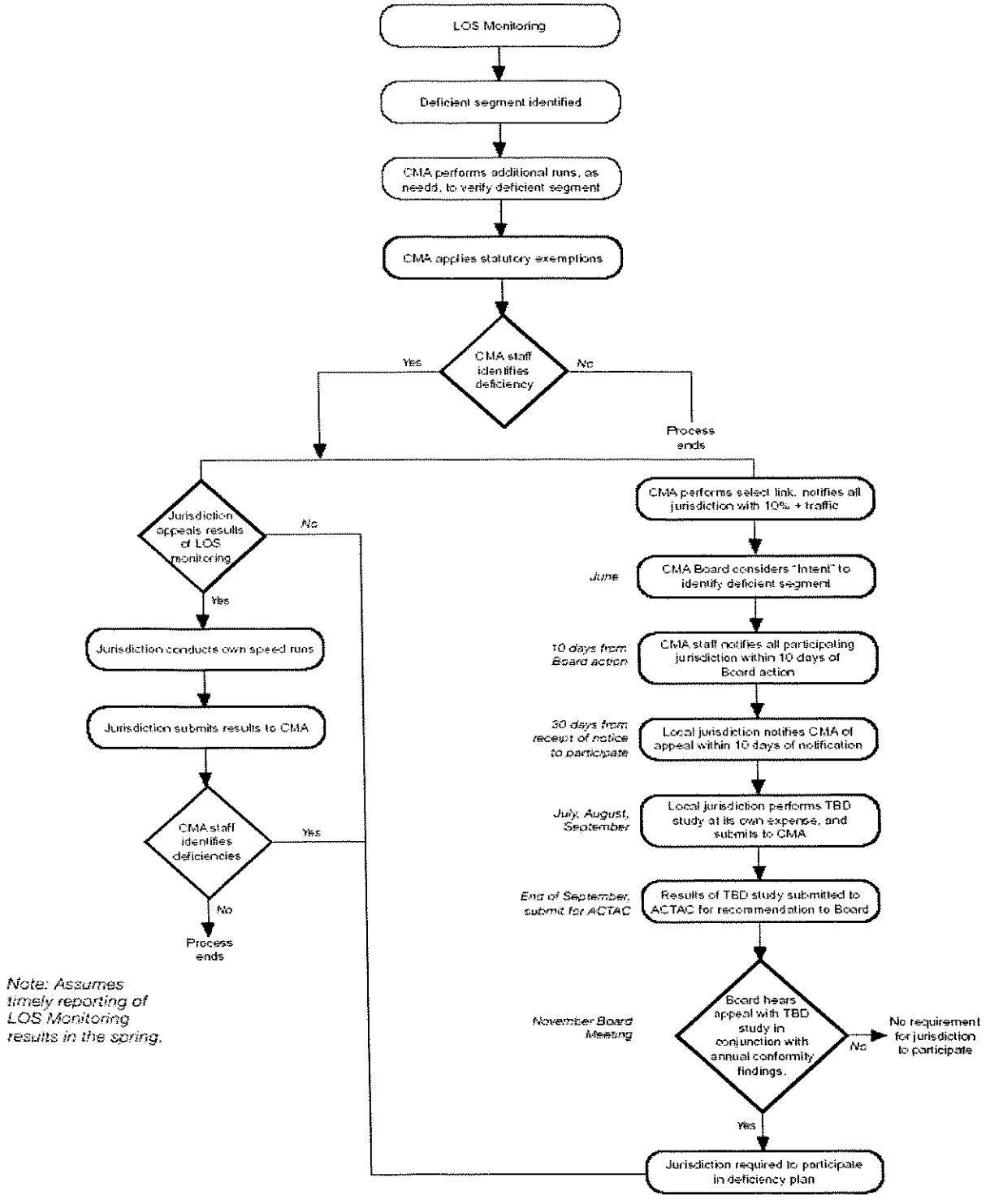
Conflict Resolution

Resolution of conflicts among local jurisdictions may be necessary during the multi-jurisdictional deficiency plan process. The CMA's adopted appeal process (see Appendix B- CMA Committees, Appeal Process and Administration), ~~as outlined in the Administrative Handbook,~~ shall be used for any unresolved conflicts associated with multi-jurisdictional deficiency plans.

[4] The Port of Oakland is considered a governmental subdivision of the city of Oakland. Should a deficiency occur on a segment within the city of Oakland, the city shall be responsible for preparation of the deficiency plan. The Port's participation in the deficiency plan process shall be agreed upon by the city of Oakland and the Port prior to the preparation of the deficiency plan.

[5] California Government Code Section 65089.4(e)

Figure 13 — Multi-jurisdictional Deficiency Plan Appeal Process



Approval Process

Local governments are required to adopt deficiency plans at a "noticed" public hearing—one for which legal notices have been advertised. Local governments should provide sufficient notice of their intention to adopt deficiency plans to allow for members of the public to review and comment on it. Copies of the plans should be made available for review by interested agencies, groups and citizens.

After the local government has adopted the deficiency plan, it is forwarded to the CMA. The CMA must hold a noticed public hearing within 60 days of receiving the adopted plan, at which time it may either accept or reject the deficiency plan in its entirety. The CMA cannot modify the deficiency plan. The CMA will use the information provided by the program monitoring reports and consider the following items when reviewing deficiency plans:

Consistency with the CMP, *Countywide Transportation Plan*, *Regional Transportation Plan*, Regional Transportation Improvement Program, general plans, and air quality plans;

Adequacy of the deficiency analysis;

Effectiveness of proposed improvements;

Linkage of proposed improvements to level-of-service change; and

Impacts of proposed plans to other segments of the regional system.

The CMA will seek the input of local agencies during the review of deficiency plans. If the CMA rejects a deficiency plan, it must give a clear statement as to its reasons for rejection and should also provide recommendations for improvements.

Approved or Required Deficiency Plans

San Pablo Avenue/I-80 Corridor Plan

On April 24, 1997, the CMA Board recognized the San Pablo/I-80 Corridor Plan as a basis for a future deficiency plan. The deficiency plan would apply to the CMP network within the following sub-area of the San Pablo Avenue/ I-80 Study limits, including the freeway ramps and future University Avenue/I-80 HOV ramp:

North — Alameda/Contra Costa County line,

South — 14th St. to western boundary of Mandela Pkwy. extending north to the eastern I-80 right-of-way,

East — Martin Luther King Jr. Way/San Pablo Avenue, Marin, east side of San Pablo Ave., and

West — the eastern boundary of the I-80 right-of-way.

I-880 Strategic Plan~~Intermodal Corridor~~

On January 20, 2000, the CMA Board similarly recognized the I-880 Strategic Plan as a basis for a future deficiency plan. The plan would apply to the CMP network within the study limits, which are:

the I-880 Cypress Freeway connection in the North,

SR 237 in Milpitas in the South,

the San Francisco Bay in the west, and

I-580/SR 238 and I-680 in the east.

Complete Deficiency Plan Guidelines

In January 1993, the CMA Board approved deficiency plan guidelines. The guidelines, which were developed with significant input from ACTAC, describe the process, timelines and acceptable methodologies to be followed by local jurisdictions in developing deficiency plans. The full text of the guidelines can be obtained by contacting the CMA offices. The guidelines, as adopted, are incorporated by reference into the 2005~~3~~ CMP, including all their requirements and specifications.

Consistency with the Regional Transportation Plan

The 2005~~3~~ Congestion Management Program conforms to MTC's criteria for consistency with the Regional Transportation Plan. The ~~following~~ projects and programs shown in the Capital Improvement Program meet the following goals of the Regional Transportation Plan:

- Safety - Improve safety for system users
- Reliability – A Reliable Commute
- Access to Mobility
- Livable Communities – A Region of Vibrant Neighborhoods
- Clean Air – Clearing the Skies
- Efficient Freight Travel – Moving Goods to Market

~~•Mobility of people and freight~~

~~•Safety – improve the safety of the transportation system for its users~~

~~•Equity – achieve fairness in the planning, funding and operation of the region's transportation system~~

~~•The environment – plan and develop transportation facilities and services in a way that protects and enhances the environment~~

~~•Economic Vitality – support transportation investments that are essential to the economic well-being of the Bay Area~~

- ~~Community Vitality – support community-based efforts to improve quality of life by providing access to transportation funding~~

Each MTC goal has approved associated objectives. The CMP recognizes these objectives by reference.

Additional consistency requirements are identified in the most appropriate chapters in the CMP. Conformance with the CMP/MTS network can be found in Chapter 2; Resolution 3434 Regional Transit Expansion Program is acknowledged in Chapter 6; regional programming policies and principles are found in Chapter 7; and travel demand model consistency is found in Chapter 9. Table 20 in Chapter 10 summarizes consistency requirements and the 2005~~3~~ CMP's compliance.

CHAPTER NINE

Database and Travel Model

Every congestion management agency, in consultation with the regional transportation planning agency (MTC in the Bay Area), cities, and the county, must develop a uniform database on traffic impacts for use in a countywide travel model.[1] The CMA must approve computer models used for subareas, including models used by local jurisdictions for land-use impact analysis. All models must be consistent with the modeling methodology and databases used by MTC.

The purpose of this requirement is to bring to the congestion management decision making process a uniform technical basis for analysis. This includes consideration of the benefits of transit service and transportation demand management programs, as well as projects that improve congestion on the CMP-designated system. The modeling requirement is also intended to assist local agencies in assessing the impacts of new development on the transportation system.

The Alameda countywide travel model is an essential tool to the CMP planning process. The Alameda County CMP is a forward-looking program, espousing a philosophy of early action, to prevent conditions from deteriorating. The model allows the CMA to anticipate the potential impacts of local land-development decisions on the Metropolitan Transportation System.

DATABASE DEVELOPMENT

The database developed for use with the countywide travel model is based on data summarized in the *Projections 2002* report prepared by the ABAG. Projections of socioeconomic variables were made for the traffic analysis zones defined for Alameda County. By aggregating the projections made for each zone, the CMA can produce projections of socioeconomic characteristics for unincorporated areas of the county, the 14 cities and for the four planning areas for Alameda County.
Note: Major model update, building a new model, is underway at the time of printing this report. Projections 2005 from ABAG will be incorporated in the new countywide model.

MODEL DEVELOPMENT

The framework established for the model encompasses the following four components:

- Trip generation (forecast of the number of trips by traffic analysis zone)
- Trip distribution (distribution of forecast trips between each traffic analysis zone)
- Modal split of inter-zonal trips (distribution of trips by mode within each traffic analysis zone)
- Assignment (forecast of trips originating or destined to external zones)

[1] California Government Code Section 65089(c)

These are the typical model components found in any model whose purpose is to produce simulations of travel demand based on different assumptions about land-use, demographic and transportation characteristics.

Development and validation of the model were predicated on the following concepts:

- Consistency, to the greatest extent possible, with the assumptions and procedures established and used by MTC to produce regional travel-demand forecasts. More specifically, maintaining the same variables in the equations that comprise the trip generation, trip distribution and mode split components of MTC's travel-demand model framework.
- Where necessary (in order to produce validated forecasts of travel on arterials or intra-county transit services), enhance the capacity of MTC's models by incorporating the simulation of certain types of travel not modeled by MTC.

The model was developed using the EMME/2 software, which is an interactive transportation planning program that produces numerical and graphic representations of travel supply and demand.

The model has been structured to provide forecasting detail that adequately addresses the evaluation needs of both countywide and corridor-specific transportation strategies. To accomplish these objectives, the Alameda countywide model has been developed and validated by defining a graphic zone structure detailed enough to depict changes in land use and demographic characteristics that would affect travel demand on arterials and intra-county transit systems and by establishing highways and transit networks detailed enough for those types of travel demand.

In addition, the model incorporates a representation of land-use and demographic characteristics of the nine-county Bay Area, which allows it to produce travel-demand forecasts that incorporate influences of regional travel demand on transportation facilities in Alameda County. Travel originating or terminating outside the nine-county Bay Area is also taken into account, though not through the use of a detailed land-use database.

PLANNING AREAS

Alameda County has been subdivided into four areas of analysis, or planning areas. Planning areas are analogous to four of the five MTC superdistricts in Alameda County[2]

The planning areas are defined as follows:

- Planning Area 1 consists of the cities of Albany, Berkeley, Emeryville, Oakland, Alameda and Piedmont;
- Planning Area 2 consists of San Leandro, Hayward, and the unincorporated areas of Castro Valley and San Lorenzo;
- Planning Area 3 consists of Union City, Newark and Fremont; and
- Planning Area 4 consists of Pleasanton, Dublin, Livermore and the unincorporated areas of east County.

[1] MTC superdistricts 18 and 19 comprise Planning Area 1, while superdistricts 17,16 and 15 equate to Planning Areas 2, 3 and 4, respectively.

TRAFFIC ANALYSIS ZONE SYSTEM

The traffic analysis zone structure developed for the Alameda countywide travel model is a refinement of the zone structure used by MTC for their nine-county regional travel model. Traffic analysis zones are small geographical subdivisions of a region. Socioeconomic variables, such as households and employment data, are collected at the traffic analysis zone level for input into the travel-demand models. Ultimately, the auto vehicle trips and number of individual trips on transit ("person trips") will be assigned from each traffic analysis zone onto the highway and transit networks.

The Alameda countywide model required disaggregating or splitting the MTC zones into more and smaller traffic analysis zones. The new Alameda County traffic analysis zones nest precisely within the larger MTC zones. This ensures accurate disaggregation of MTC's person trip tables to the traffic zones, and allows direct comparisons between the Alameda countywide model outputs and those of the MTC model.

Internal Alameda County Zones

Within Alameda County, MTC's zone system was refined to better suit the more detailed model network proposed for the Alameda countywide model. As a result of this zone refinement effort, the MTC zones in Alameda County were increased approximately to 982 (728 in Alameda County and 254 outside of the county). The 728 traffic analysis zones within Alameda County are grouped by the four planning areas. (Note: Maps depicting the traffic analysis zones are available upon request at the CMA offices.)

External Zones

Outside of Alameda County, the traffic analysis zone level of detail decreases as the distance from Alameda County increases. The MTC zone structure was used for areas directly adjacent to Alameda County. Outside of Alameda County, 254 new traffic analysis zones were created from the MTC zones.

Included in the model were six external zones at the San Joaquin County line, since travel from San Joaquin County has a large influence on travel patterns in Alameda County. Including external zones and zone numbers left available for possible future zone splits, the Alameda countywide travel model has been established to produce forecasts for a system of 982 zones.

MODEL RESULTS

The model produces the following countywide travel information:

- trip generation
- trip distribution
- modal split of inter-zonal trips
- forecast of trips originating or destined to external zones
- peak hour level of service and traffic volume projections by segment (2005, 2010, and 2025)
- miles of congestion, by type of facility (arterial, freeway)
- vehicle-miles traveled, by facility and by level of service
- vehicle-hours traveled, by facility and by level of service

Model Adequacy

The current model has been thoroughly tested and validated for 1990 conditions. The testing and validation procedure compared forecast results from the model to observed traffic volumes and transit ridership data. A comprehensive update of the countywide travel model was carried out in 1995. With assistance from transit operators and local jurisdictions, the updated model was recalibrated to 1990 census information, and enhancements were added to the model to increase reliability of the forecasts. MTC confirmed that the CMA model is consistent with the regional travel demand model for the purpose of the consistency requirements.

2004/05 MODEL UPDATE

The CMA is currently in the process of developing a new countywide travel demand model by building on the MTC's Regional Transportation Model by providing more detailed network and other details within Alameda County. This will ensure consistency with the MTC model. The following are the other key elements of the model update:

- Update base year model from 1990 to 2000 and future forecast years to 2015, and 2030 while also including existing year 2005.
- Incorporate the most recent census and other land use and socioeconomic data
- Update existing and future road alignments and networks and consider developing a roadway network compatible with GIS or an aerial photographic base
- Update existing and future transit networks
- Update the Countywide mode choice models to encompass all trip purposes as well as TSM and ITS options to be consistent with MTC
- Address ways to better reflect the impact of Central Valley development
- Compile and document guidelines on how to use and maintain the model

The scheduled completion of the new model development is in the summer 2006.

CHAPTER TEN

Conclusions and Implementation Issues

The Congestion Management Program (CMP) has several interrelated elements intended to foster better coordination among decisions about land development, transportation and air quality. The development and update of the Alameda County program has surfaced several issues requiring further attention by the CMAs. Several conclusions can be reached about the CMP relative to the requirements of law and its purpose and intent.

The Alameda County Congestion Management Program fulfills the spirit and intent, as well as the requirements of the law. Specifically, the Congestion Management Program:

1. Contributes to maintaining or improving transportation service levels.

   The projects and programs contained in the CMP are a subset of the Capital Investment Program adopted in the Alameda County 2001 *Countywide Transportation Plan*, the long-range transportation plan for Alameda County. The CMP can be viewed as the short-range implementation program for the *Countywide Transportation Plan.* As the first step towards the year 2025 projects and programs, the CMP is making progress toward maintaining or improving transportation service levels.

2. Conforms to MTC's criteria for con-sistency with the Regional Transportation Plan. Table-20 lists MTC's consistency requirements for CMPs in the Bay region. All these requirements have been met by the Alameda County CMP.

3. Provides a travel model whose specifications and output are consistent with MTC's regional model.

   The model has undergone exhaustive scrutiny at the local and subregional level and is fully validated. The model was transmitted to MTC in early May, 1991, for a finding of consistency, and received a finding of consistency for both the 1991 and 1993 CMPs. Further, the CMA completed a comprehensive effort to update the countywide model in 1997 to keep pace with changes made recently by MTC and to enhance the reliability of traffic forecasts produced by the countywide model. The next major update will be when the 2000 census data is available. Update is expected to begin in early 2004.

4. Is consistent with MTC's Transportation Control Measures Plan.

   The transportation control measures plan has been incorporated in the BAAQMD's 1997 Clean Air Plan for the Bay Area. As shown in Appendix E, the CMP includes many project types and programs identified in the plan. Appendix E lists the 2001 CMP capital improvements program and its relationship to state and federal transportation control measures. The CMA will work with the BAAQMD and project sponsors to define appropriate responsibility and timely

implementation of these measures. It is therefore reasonable to conclude that the CMP is consistent with the plan.

5. Specifies a method for estimating roadway level of service that is consistent with state law.

The Alameda County CMP specifies the use of the *Highway Capacity Manual* approach for assessing level of service. This is one of the two approaches permitted by the law. The 1985 *Highway Capacity Manual* will be used. Infill opportunity zones are specifically exempt from LOS standard requirements.

6. Identifies candidate projects for the Regional Transportation Improvement Program and federal Transportation Improvement Program which meet MTC's minimum requirements.

The *Regional Transportation Improvement Program* and federal *Transportation Improvement Program* candidates listed in the CMP's Capital Improvement Program (Chapter 7) have been evaluated and all candidate projects conform to MTC's screening criteria.

7. Has been developed in cooperation with the cities, the county of Alameda, transit operators, the BAAQMD, MTC, adjacent counties, Caltrans and other interested parties.

The process used to update the 2003 CMP included circulation of proposed policy papers and draft documents to interested parties through regular mailings for ACTAC, the CMA's Plans and Programs Committee, and CMA Board meetings. The mailing list included technical representatives of all cities in Alameda County, the county of Alameda, transit operators, the Port of Oakland, the Alameda County Transportation Authority, the BAAQMD, MTC, Caltrans and ABAG. In addition, the designation of the CMP network will be coordinated with adjacent counties within the MTC region and is expected to be consistent with those congestion management programs. The 2003 update will be widely circulated for review by interested public agencies and the public.

8. Provides a forward-looking approach to dealing with the transportation impacts of local land-use decisions.

The Land-Use Analysis Program provides for consultation with the CMA early in the land-development process. This early input will help assure a better linkage between land-use decisions and transportation investment.

Table 20 — Summary of MTC's Regional Consistency Requirements For CMPs

RTP Consistency

Have the RTP goals and objectives been included in the CMP?

Does the CMP included references to Resolution 3434?

Definition of the CMP System

Have all State highways and principal arterials been included?

Are all state highways identified?

Has the CMA developed a clear, reasonable definition for "principal arterials" as part of its submittal plan?

Has this definition been consistently applied in the selection of arterials to include in the designated system? If not, why?

How does the CMP-designated system relate to MTC's Metropolitan Transportation System in the *Regional Transportation Plan*?

Does the CMP System connect to the CMP Systems in adjacent counties?

Air Quality Requirements

Does the CMP include locally implementable Federal and State TCMs, as previously documented and included in MTC's ~~2001~~ Transportation 2030~~RTP~~, MTC Resolution 2131, and the BAAQMD's 1997 Clean Air Plan?

Modeling Consistency

Is the "base case" forecasting network limited to the approved Transportation Improvement Program?

Are "ABAG consistent" demographics used? If alternative demographics have been used in addition to the "ABAG consistent" forecasts, have the demographic inputs and travel forecasts been compared to the "ABAG consistent" based travel forecasts?

Are the regional "core" assumptions for auto operating costs, transit fares and bridge tolls being used, or are reasons to the contrary documented?

Does the forecasting model include transit and carpool use (through either a person trip generation model or a "borrowed share" approach)?

Does the model produce trip distribution results that are reasonably consistent with those of MTC?

Is the modeling methodology documented?

Level-of-Service Consistency

Is level of service to be assessed by a method in Circular 212, the 1985 or 1994 *Highway Capacity Manual*? If not, has MTC found the methodology consistent with the HCM?

RTIP/TIP Requirements

Are the proposed RTIP projects consistent with the Transportation 2030~~RTP~~?

Do the projects proposed for inclusion in the RTIP meet the minimum screening requirements established by MTC for the RTIP?

Process

Has the CMP been developed in cooperation with all concerned agencies, i.e., transit agencies, applicable air quality district(s), MTC, adjacent counties, etc.?

Has the CMP been formally adopted according to the requirements of the legislation?

Note: Detailed requirements for regional consistency are outlined in MTC Resolution 3000, revised June 2003. The supporting documentation's can be obtained at the CMA Offices.

IMPLEMENTATION ISSUES

During the development and update of the CMP for Alameda County, several issues have been uncovered which will need further action by the CMA. Some of these implementation issues may also require action by the Legislature.

1. Funding to support the CMP, including adequate capital resources and CMA/local government funding

The CMA has identified the cost of maintaining or improving transportation service levels through the year 2025 as part of the *Countywide Transportation Plan.* This cost is large and well beyond existing funding sources. Therefore, further statewide attention to transportation funding will be necessary, if the CMP law is to achieve its intended goal.

The CMP law also imposes significant costs on local government that are not uniform throughout the urbanized areas of the state. In southern California, existing transportation commissions are the designated CMAs. These commissions have funding resources available to them for the CMP not available in the Bay region. The result is that a higher percentage of Proposition 111 fuel tax subventions will be devoted to CMP administration in the Bay region than in southern California. These inequities among different parts of the state may not have been intended by the author of the legislation (Assemblyman Katz).

With the passage of the federal Intermodal Surface Transportation Efficiency Act of 1991 and Transportation Efficiency Act in 1997, new requirements have been placed on MTC relative to congestion management. MTC is passing funds through to the CMAs in the Bay region to assist in implementing the 1991 Act. These funds, however, do not fully cover the cost of CMA administration.

2. Ability of the CMA to influence transportation investment when most transportation funding programs are beyond the purview of the CMP legislation

Funding programs such as transit operating funds, most transit capital funding, the interregional road program, the highway rehabilitation program and the toll bridge program are outside the CMP. The interregional road program and highway rehabilitation program are administered directly by Caltrans. How can the CMA fulfill the intent of the CMP legislation if so many programs are beyond its authority?

3. Responsibility for monitoring and maintenance of level of service on the state highway system

CMP law indicates that Caltrans is responsible for monitoring level-of-service standards on the state highway system, if the CMA designates responsibility to Caltrans.[1] These are state-owned facilities, and it would be reasonable to assume that the state is responsible. The CMA will continue to work with Caltrans on the level-of-service monitoring process to ensure that consistent level-of-service results can be maintained if

[1] Katz, Statutes of 1995

the CMA delegates future monitoring responsibilities to Caltrans.

The CMP law also recognizes that responsibility for sustaining level-of-service standards on local roadways and the state highway system should be shared between the local government where the roadway is found and other local jurisdictions which contribute significant a percentage of traffic. This change in state law recognizes that other jurisdictions may be partially responsible for the roadway exceeding the standards and that local government has little authority over the state highway system. Some exemptions, such as interregional trips, have been built into the current law, but these exemptions do not deal sufficiently with the problem. Corridor-level planning may offer the most reasonable approach to this multi-jurisdictional problem.

4. Potentially conflicting goals of the CMP and air quality programs

The CMP law is aimed at reducing congestion, while the air quality laws are directed at reducing vehicle emissions. These two goals can conflict. For example, staggered work hours and flextime can reduce peak-period congestion, but may result in essentially the same number of vehicle trips being made throughout the day. Congestion-related smog would be reduced, but not as much as if the vehicle trip were completely replaced by a walk or bicycle trip. Therefore, the CMA will need to work with the BAAQMD to identify strategies that accomplish both goals and then agree upon the applicability of other strategies to one or both of the goals.

5. Modification to the CMP network

The CMP network will be reviewed every four years, beginning with the 2003 CMP~~.~~. Since it was reviewed in 2005, the next review will be done in 2009. Those additional roadways that meet the criteria for inclusion will be added. However, State law does not provide incentives to local jurisdictions to add roadways to the CMP network. In fact, there are significant disincentives to adding roadways that may in the future deteriorate to LOS F resulting in deficiency plan requirements and the risk to local jurisdictions of losing Proposition 111 gas tax funds.

6. Transportation revenue shortfalls

State and federal transportation funding continues to be inadequate to address both capital and transit operating costs. The shortfalls may jeopardize our ability to maintain and improve transportation levels of service. Worsening traffic congestion on the CMP-designated roadway system will trigger requirements for local jurisdictions to prepare and adopt deficiency plans, or risk losing Proposition 111 gas tax funds for local projects. The CMA, in cooperation with other transportation partners, will need to address this issue.

7. Land-use analysis program

The CMA will continue to improve the Land-Use Analysis Program to make it meaningful, but not resource-intensive. The results of the MTC-CMA Transportation and land use partnership will be amended into the CMP as appropriate.

8. CMP-designated routes

The following procedure and schedule for adding roadways to the CMP-designated system was developed by ACTAC in 2003. The jurisdictions will review their roadways systems for routes that may meet the "Criteria for Inclusion of Principal Arterials." For potential routes, each jurisdiction will conduct 24-hour traffic counts for a period including a Tuesday through Thursday of a typical week. Traffic counts should be taken around the first week in April 2008~~4~~. The schedule for future updates is shown in Table 21.

9. Congestion pricing strategies

- The Alameda County CMA ~~has~~ secured federal funding to evaluate, plan and implement a "value-pricing" demonstration project in the I-680 Corridor. The study determined that a HOT lane is operationally, financially and physically feasible. ~~The CMA Board has directed staff to pursue a 3-year pilot program for southbound I-680.~~
- ~~Funding and authorizing authority are needed to implement the pilot project.~~
- State authorization was secured in September 2004 through AB2032. The legislation authorized a second HOT facility. The location has not yet been determined.
- free transits on Spare the Air days.
- off-peak transit fare discounts.
- parking ticket surcharge by the Alameda County jurisdictions, revenues to be used for transit.

~~10. Level of Service (LOS) F Standards~~

~~CMA will investigate the possibility of applying a range for LOS F on selected freeway segments of the CMP Road Network in the 2004 LOS Monitoring study.~~

10. Countywide Travel Demand Model

Current CMA model is based on Census 1990 and ABAG's Projections 2002. At the time of printing this report, developing a new model is underway based on MTC's regional transportation model. The new model is expected to be available for use by summer 2006. Until the new model becomes available the current model will be used.

11. Changing to follow HCM 2000

CMA will investigate and develop a process to transition from following Highway Capacity Manual (HCM) 1985 to HCM 2000. This will be done through reviews with ACTAC in summer 2006. It is expected that the change could have implications on Land Use Analysis Program, Level of Service Standards and Conformity Requirements.

Table 21 — Implementation Schedule

TASK	WHO	WHEN
~~Review Criteria for Adding Roadways~~	~~Jurisdictions~~	~~January 2005~~
~~Update Criteria in 2005 CMP~~	~~ACTAC/Board~~	~~June 2005~~
Identify Potential Routes	Jurisdictions	January 2007<u>4</u>
Review Routes	ACTAC/Board	February 2007<u>4</u>
Collect Traffic Data	Jurisdictions	March/April 2007<u>4</u>
Review Data	ACTAC/Board	May 2007<u>4</u>
Select CMP Designated Routes	ACTAC/Board	June 2007<u>4</u>
Incorporate Routes in 2007~~5~~ CMP	ACTAC/Board	<u>June 2007</u>
<u>Review Criteria for Adding Roadways</u>	<u>Jurisdictions</u>	<u>January 2009</u>
<u>Update Criteria in 2009 CMP</u>	<u>ACTAC/Board</u>	<u>June 2009</u>

<u>Note: Criteria for adding roadways will be reviewed in one CMP update and the adopted criteria will be applied to identify potential routes in the subsequent CMP update.</u>

In order to be in compliance with the CMP, each jurisdiction must submit potential CMP-designated routes to the CMA by June 30, 2007<u>4</u>. The identification of routes must be based on 24-hour counts taken in spring 2007<u>4</u>.

APPENDIX A

Congestion Management Program Legislation

CHAPTER 2.6. CONGESTION MANAGEMENT

65080.

(a) Each transportation planning agency designated under Section 29532 or 29532.1 shall prepare and adopt a regional transportation plan directed at achieving a coordinated and balanced regional transportation system, including, but not limited to, mass transportation, highway, railroad, maritime, bicycle, pedestrian, goods movement, and aviation facilities and services. The plan shall be action-oriented and pragmatic, considering both the short-term and long-term future, and shall present clear, concise policy guidance to local and state officials. The regional transportation plan shall consider factors specified in Section 134 of Title 23 of the United States Code. Each transportation planning agency shall consider and incorporate, as appropriate, the transportation plans of cities, counties, districts, private organizations, and state and federal agencies.

(b) The regional transportation plan shall include all of the following:

(1) A policy element that describes the transportation issues in the region, identifies and quantifies regional needs, and describes the desired short-range and long-range transportation goals, and pragmatic objective and policy statements. The objective and policy statements shall be consistent with the funding estimates of the financial element. The policy element of transportation planning agencies with populations that exceed 200,000 persons may quantify a set of indicators including, but not limited to, all of the following:

(A) Measures of mobility and traffic congestion, including, but not limited to, vehicle hours of delay per capita and vehicle miles traveled per capita.

(B) Measures of road and bridge maintenance and rehabilitation needs, including, but not limited to, roadway pavement and bridge conditions.

(C) Measures of means of travel, including, but not limited to, percentage share of all trips (work and non-work) made by all of the following:

(i) Single occupant vehicle.

(ii) Multiple occupant vehicle or carpool.

(iii) Public transit including commuter rail and intercity rail.

(iv) Walking.

(v) Bicycling.

(D) Measures of safety and security, including, but not limited to, total injuries and fatalities assigned to each of the modes set forth in subparagraph (C).

(E) Measures of equity and accessibility, including, but not limited to, percentage of the population served by frequent and reliable public transit, with a breakdown by income bracket, and percentage of all jobs accessible by frequent and reliable public transit service, with a breakdown by income bracket.

(F) The requirements of this section may be met utilizing existing sources of information. No additional traffic counts, household surveys, or other sources of data shall be required.
(G) For the region defined in Section 66502, the indicators specified in this paragraph shall be supplanted by the performance measurement criteria established pursuant to subdivision (e) of Section 66535, if that subdivision is added to the Government Code by Section 1 of Senate Bill 1995 of the 1999-2000 Regular Session.

(2) An action element that describes the programs and actions necessary to implement the plan and assigns implementation responsibilities. The action element may describe all projects proposed for development during the 20-year life of the plan. The action element shall consider congestion management programming activities carried out within the region.

(3)

(A) A financial element that summarizes the cost of plan implementation constrained by a realistic projection of available revenues. The financial element shall also contain recommendations for allocation of funds. A county transportation commission created pursuant to Section 130000 of the Public Utilities Code shall be responsible for recommending projects to be funded with regional improvement funds, if the project is consistent with the regional transportation plan. The first five years of the financial element shall be based on the five-year estimate of funds developed pursuant to Section 14524. The financial element may recommend the development of specified new sources of revenue, consistent with the policy element and action element.
(B) The financial element of transportation planning agencies with populations that exceed 200,000 persons may include a project cost breakdown for all projects proposed for development during the 20-year life of the plan that includes total expenditures and related percentages of total expenditures for all of the following:

(i) State highway expansion.
(ii) State highway rehabilitation, maintenance, and operations.
(iii) Local road and street expansion.
(iv) Local road and street rehabilitation, maintenance, and operation.
(v) Mass transit, commuter rail, and intercity rail expansion.
(vi) Mass transit, commuter rail, and intercity rail rehabilitation, maintenance, and operations.
(vii) Pedestrian and bicycle facilities.
(viii) Environmental enhancements and mitigation.
(ix) Research and planning.
(x) Other categories.

(c) Each transportation planning agency may also include other factors of local significance as an element of the regional transportation plan, including, but not limited to, issues of mobility for specific sectors of the community, including, but not limited to, senior citizens.

(d) Each transportation planning agency shall adopt and submit, every three years, an updated regional transportation plan to the California Transportation Commission and the Department of Transportation. The plan shall be consistent with federal planning and programming requirements. A transportation planning agency that does not contain an urbanized area may at its option adopt and submit a regional transportation plan once every four years beginning by

September 1, 2001. Prior to adoption of the regional transportation plan, a public hearing shall be held, after the giving of notice of the hearing by publication in the affected county or counties pursuant to Section 6061.

65088.

The Legislature finds and declares all of the following:

(a) Although California's economy is critically dependent upon transportation, its current transportation system relies primarily upon a street and highway system designed to accommodate far fewer vehicles than are currently using the system.

(b) California's transportation system is characterized by fragmented planning, both among jurisdictions involved and among the means of available transport.

(c) The lack of an integrated system and the increase in the number of vehicles are causing traffic congestion that each day results in 400,000 hours lost in traffic, 200 tons of pollutants released into the air we breathe, and three million one hundred thousand dollars ($3,100,000) added costs to the motoring public.

(d) To keep California moving, all methods and means of transport between major destinations must be coordinated to connect our vital economic and population centers.

(e) In order to develop the California economy to its full potential, it is intended that federal, state, and local agencies join with transit districts, business, private and environmental interests to develop and implement comprehensive strategies needed to develop appropriate responses to transportation needs.

(f) In addition to solving California's traffic congestion crisis, rebuilding California's cities and suburbs, particularly with affordable housing and more walkable neighborhoods, is an important part of accommodating future increases in the state's population because homeownership is only now available to most Californians who are on the fringes of metropolitan areas and far from employment centers.

(g) The Legislature intends to do everything within its power to remove regulatory barriers around the development of infill housing, transit-oriented development, and mixed use commercial development in order to reduce regional traffic congestion and provide more housing choices for all Californians.

(h) The removal of regulatory barriers to promote infill housing, transit-oriented development, or mixed use commercial development does not preclude a city or county from holding a public hearing nor finding that an individual infill project would be adversely impacted by the surrounding environment or transportation patterns.

65088.1.

As used in this chapter the following terms have the following meanings:

(a) Unless the context requires otherwise, "regional agency" means the agency responsible for preparation of the regional transportation improvement program.

(b) Unless the context requires otherwise, "agency" means the agency responsible for the preparation and adoption of the congestion management program.

(c) "Commission" means the California Transportation Commission.

(d) "Department" means the Department of Transportation.

(e) "Local jurisdiction" means a city, a county, or a city and county.

(f) "Parking cash-out program" means an employer-funded program under which an employer offers to provide a cash allowance to an employee equivalent to the parking subsidy that the employer would otherwise pay to provide the employee with a parking space. "Parking subsidy" means the difference between the out-of-pocket amount paid by an employer on a regular basis in order to secure the availability of an employee parking space not owned by the employer and the price, if any, charged to an employee for use of that space. A parking cash-out program may include a requirement that employee participants certify that they will comply with guidelines established by the employer designed to avoid neighborhood parking problems, with a provision that employees not complying with the guidelines will no longer be eligible for the parking cash-out program.

(g) "Infill opportunity zone" means a specific area designated by a city or county, pursuant to subdivision (c) of Section 65088.4, zoned for new compact residential or mixed use development within one-third mile of a site with an existing or future rail transit station, a ferry terminal served by either a bus or rail transit service, an intersection of at least two major bus routes, or within 300 feet of a bus rapid transit corridor, in counties with a population over 400,000. The mixed use development zoning shall consist of three or more land uses that facilitate significant human interaction in close proximity, with residential use as the primary land use supported by other land uses such as office, hotel, health care, hospital, entertainment, restaurant, retail, and service uses. The transit service shall have maximum scheduled headways of 15 minutes for at least 5 hours per day. A qualifying future rail station shall have broken ground on construction of the station and programmed operational funds to provide maximum scheduled headways of 15 minutes for at least 5 hours per day.

(h) "Interregional travel" means any trips that originate outside the boundary of the agency. A "trip" means a one-direction vehicle movement. The origin of any trip is the starting point of that trip. A roundtrip consists of two individual trips.

(i) "Level of service standard" is a threshold that defines a deficiency on the congestion management program highway and roadway system which requires the preparation of a deficiency plan. It is the intent of the Legislature that the agency shall use all elements of the program to implement strategies and actions that avoid the creation of deficiencies and to improve multimodal mobility.

(j) "Multimodal" means the utilization of all available modes of travel that enhance the movement of people and goods, including, but not limited to, highway, transit, non-motorized, and demand management strategies including, but not limited to, telecommuting. The availability and practicality of specific multimodal systems, projects, and strategies may vary by county and region in accordance with the size and complexity of different urbanized areas.

(k) "Performance measure" is an analytical planning tool that is used to quantitatively evaluate transportation improvements and to assist in determining effective implementation actions, considering all modes and strategies. Use of a performance measure as part of the program does not trigger the requirement for the preparation of deficiency plans.

(l) "Urbanized area" has the same meaning as is defined in the 1990 federal census for urbanized areas of more than 50,000 population.

(m) "Bus rapid transit corridor" means a bus service that includes at least four of the following attributes:

(1) Coordination with land use planning.

(2) Exclusive right-of-way.

(3) Improved passenger boarding facilities.

(4) Limited stops.

(5) Passenger boarding at the same height as the bus.

(6) Prepaid fares.

(7) Real-time passenger information.

(8) Traffic priority at intersections.

(9) Signal priority.

(10) Unique vehicles.

65088.3.

This chapter does not apply in a county in which a majority of local governments, collectively comprised of the city councils and the county board of supervisors, which in total also represent a majority of the population in the county, each adopt resolutions electing to be exempt from the congestion management program.

65088.4.

(a) It is the intent of the Legislature to balance the need for level of service standards for traffic with the need to build infill housing and mixed use commercial developments within walking distance of mass transit facilities, downtowns, and town centers and to provide greater flexibility to local governments to balance these sometimes competing needs.

(b) Notwithstanding any other provision of law, level of service standards described in Section 65089 shall not apply to the streets and highways within an infill opportunity zone. The city or county shall do either of the following:

(1) Include these streets and highways under an alternative areawide level of service standard or multimodal composite or personal level of service standard that takes into account both of the following:

(A) The broader benefits of regional traffic congestion reduction by siting new residential development within walking distance of, and no more than one-third mile from, mass transit stations, shops, and services, in a manner that reduces the need for long vehicle commutes and improves the jobs-housing balance.

(B) Increased use of alternative transportation modes, such as mass transit, bicycling, and walking.

(2) Approve a list of flexible level of service mitigation options that includes roadway expansion and investments in alternate modes of transportation that may include, but are not limited to, transit infrastructure, pedestrian infrastructure, and ridesharing, vanpool, or shuttle programs.

(c) The city or county may designate an infill opportunity zone by adopting a resolution after determining that the infill opportunity zone is consistent with the general plan and any

applicable specific plan. A city or county may not designate an infill opportunity zone after December 31, 2009.

(d) The city or county in which the infill opportunity zone is located shall ensure that a development project shall be completed within the infill opportunity zone not more than four years after the date on which the city or county adopted its resolution pursuant to subdivision (c). If no development project is completed within an infill opportunity zone by the time limit imposed by this subdivision, the infill opportunity zone shall automatically terminate.

65088.5.

Congestion management programs, if prepared by county transportation commissions and transportation authorities created pursuant to Division 12 (commencing with Section 130000) of the Public Utilities Code, shall be used by the regional transportation planning agency to meet federal requirements for a congestion management system, and shall be incorporated into the congestion management system.

65089.

(a) A congestion management program shall be developed, adopted, and updated biennially, consistent with the schedule for adopting and updating the regional transportation improvement program, for every county that includes an urbanized area, and shall include every city and the county. The program shall be adopted at a noticed public hearing of the agency. The program shall be developed in consultation with, and with the cooperation of, the transportation planning agency, regional transportation providers, local governments, the department, and the air pollution control district or the air quality management district, either by the county transportation commission, or by another public agency, as designated by resolutions adopted by the county board of supervisors and the city councils of a majority of the cities representing a majority of the population in the incorporated area of the county.

(b) The program shall contain all of the following elements:

(1) (A) Traffic level of service standards established for a system of highways and roadways designated by the agency. The highway and roadway system shall include at a minimum all state highways and principal arterials. No highway or roadway designated as a part of the system shall be removed from the system. All new state highways and principal arterials shall be designated as part of the system, except when it is within an infill opportunity zone. Level of service (LOS) shall be measured by Circular 212, by the most recent version of the Highway Capacity Manual, or by a uniform methodology adopted by the agency that is consistent with the Highway Capacity Manual. The determination as to whether an alternative method is consistent with the Highway Capacity Manual shall be made by the regional agency, except that the department instead shall make this determination if either (i) the regional agency is also the agency, as those terms are defined in Section 65088.1, or (ii) the department is responsible for preparing the regional transportation improvement plan for the county.

(B) In no case shall the LOS standards established be below the level of service E or the current level, whichever is farthest from level of service A except when the area is in an infill opportunity zone. When the level of service on a segment or at an intersection fails to attain the established level of service standard outside an infill opportunity zone, a deficiency plan shall be adopted pursuant to Section 65089.4.

(2) A performance element that includes performance measures to evaluate current and future multimodal system performance for the movement of people and goods. At a minimum, these performance measures shall incorporate highway and roadway system performance, and measures established for the frequency and routing of public transit, and for the coordination of transit service provided by separate operators. These performance measures shall support mobility, air quality, land use, and economic objectives, and shall be used in the development of the capital improvement program required pursuant to paragraph (5), deficiency plans required pursuant to Section 65089.4, and the land use analysis program required pursuant to paragraph (4).

(3) A travel demand element that promotes alternative transportation methods, including, but not limited to, carpools, vanpools, transit, bicycles, and park-and-ride lots; improvements in the balance between jobs and housing; and other strategies, including, but not limited to, flexible work hours, telecommuting, and parking management programs. The agency shall consider parking cash-out programs during the development and update of the travel demand element.

(4) A program to analyze the impacts of land use decisions made by local jurisdictions on regional transportation systems, including an estimate of the costs associated with mitigating those impacts. This program shall measure, to the extent possible, the impact to the transportation system using the performance measures described in paragraph (2). In no case shall the program include an estimate of the costs of mitigating the impacts of interregional travel. The program shall provide credit for local public and private contributions to improvements to regional transportation systems. However, in the case of toll road facilities, credit shall only be allowed for local public and private contributions which are unreimbursed from toll revenues or other state or federal sources. The agency shall calculate the amount of the credit to be provided. The program defined under this section may require implementation through the requirements and analysis of the California Environmental Quality Act, in order to avoid duplication.

(5) A seven-year capital improvement program, developed using the performance measures described in paragraph (2) to determine effective projects that maintain or improve the performance of the multimodal system for the movement of people and goods, to mitigate regional transportation impacts identified pursuant to paragraph (4). The program shall conform to transportation-related vehicle emission air quality mitigation measures, and include any project that will increase the capacity of the multimodal system. It is the intent of the Legislature that, when roadway projects are identified in the program, consideration be given for maintaining bicycle access and safety at a level comparable to that which existed prior to the improvement or alteration. The capital improvement program may also include safety, maintenance, and rehabilitation projects that do not enhance the capacity of the system but are necessary to preserve the investment in existing facilities.

(c) The agency, in consultation with the regional agency, cities, and the county, shall develop a uniform data base on traffic impacts for use in a countywide transportation computer model and

shall approve transportation computer models of specific areas within the county that will be used by local jurisdictions to determine the quantitative impacts of development on the circulation system that are based on the countywide model and standardized modeling assumptions and conventions. The computer models shall be consistent with the modeling methodology adopted by the regional planning agency. The data bases used in the models shall be consistent with the data bases used by the regional planning agency. Where the regional agency has jurisdiction over two or more counties, the data bases used by the agency shall be consistent with the data bases used by the regional agency.

(d) (1) The city or county in which a commercial development will implement a parking cash-out program that is included in a congestion management program pursuant to subdivision (b), or in a deficiency plan pursuant to Section 65089.4, shall grant to that development an appropriate reduction in the parking requirements otherwise in effect for new commercial development.
(2) At the request of an existing commercial development that has implemented a parking cash-out program, the city or county shall grant an appropriate reduction in the parking requirements otherwise applicable based on the demonstrated reduced need for parking, and the space no longer needed for parking purposes may be used for other appropriate purposes.

(e) Pursuant to the federal Intermodal Surface Transportation Efficiency Act of 1991 and regulations adopted pursuant to the act, the department shall submit a request to the Federal Highway Administration Division Administrator to accept the congestion management program in lieu of development of a new congestion management system otherwise required by the act.

65089.1.

(a) For purposes of this section, "plan" means a trip reduction plan or a related or similar proposal submitted by an employer to a local public agency for adoption or approval that is designed to facilitate employee ridesharing, the use of public transit, and other means of travel that do not employ a single-occupant vehicle.

(b) An agency may require an employer to provide rideshare data bases; an emergency ride program; a preferential parking program; a transportation information program; a parking cash-out program, as defined in subdivision (f) of Section 65088.1; a public transit subsidy in an amount to be determined by the employer; bicycle parking areas; and other noncash value programs which encourage or facilitate the use of alternatives to driving alone. An employer may offer, but no agency shall require an employer to offer, cash, prizes, or items with cash value to employees to encourage participation in a trip reduction program as a condition of approving a plan.

(c) Employers shall provide employees reasonable notice of the content of a proposed plan and shall provide the employees an opportunity to comment prior to submittal of the plan to the agency for adoption.

(d) Each agency shall modify existing programs to conform to this section not later than June 30, 1995. Any plan adopted by an agency prior to January 1, 1994, shall remain in effect until adoption by the agency of a modified plan pursuant to this section.

(e) Employers may include disincentives in their plans that do not create a widespread and substantial disproportionate impact on ethnic or racial minorities, women, or low-income or disabled employees.

(f) This section shall not be interpreted to relieve any employer of the responsibility to prepare a plan that conforms with trip reduction goals specified in Division 26 (commencing with Section 39000) of the Health and Safety Code, or the Clean Air Act (42 U.S.C. Sec. 7401 et seq.).

(g) This section only applies to agencies and employers within the South Coast Air Quality Management District.

65089.2.

(a) Congestion management programs shall be submitted to the regional agency. The regional agency shall evaluate the consistency between the program and the regional transportation plans required pursuant to Section 65080. In the case of a multi-county regional transportation planning agency, that agency shall evaluate the consistency and compatibility of the programs within the region.

(b) The regional agency, upon finding that the program is consistent, shall incorporate the program into the regional transportation improvement program as provided for in Section 65082. If the regional agency finds the program is inconsistent, it may exclude any project in the congestion management program from inclusion in the regional transportation improvement program.

(c) (1) The regional agency shall not program any surface transportation program funds and congestion mitigation and air quality funds pursuant to Section 182.6 and 182.7 of the Streets and Highways Code in a county unless a congestion management program has been adopted by December 31, 1992, as required pursuant to Section 65089. No surface transportation program funds or congestion mitigation and air quality funds shall be programmed for a project in a local jurisdiction that has been found to be in nonconformance with a congestion management program pursuant to Section 65089.5 unless the agency finds that the project is of regional significance.

(2) Notwithstanding any other provision of law, upon the designation of an urbanized area, pursuant to the 1990 federal census or a subsequent federal census, within a county which previously did not include an urbanized area, a congestion management program as required pursuant to Section 65089 shall be adopted within a period of 18 months after designation by the Governor.

(d) (1) It is the intent of the Legislature that the regional agency, when its boundaries include areas in more than one county, should resolve inconsistencies and mediate disputes which arise between agencies related to congestion management programs adopted for those areas.

(2) It is the further intent of the Legislature that disputes which may arise between regional agencies, or agencies which are not within the boundaries of a multi-county regional transportation planning agency, should be mediated and resolved by the Secretary of Business, Housing and Transportation Agency, or an employee of that agency designated by the secretary, in consultation with the air pollution control district or air quality management district within whose boundaries the regional agency or agencies are located.

(e) At the request of the agency, a local jurisdiction that owns, or is responsible for operation of, a trip-generating facility in another county shall participate in the congestion management

program of the county where the facility is located. If a dispute arises involving a local jurisdiction, the agency may request the regional agency to mediate the dispute through procedures pursuant to subdivision (d) of Section 65089.2. Failure to resolve the dispute does not invalidate the congestion management program.

65089.3.

The agency shall monitor the implementation of all elements of the congestion management program. The department is responsible for data collection and analysis on state highways, unless the agency designates that responsibility to another entity. The agency may also assign data collection and analysis responsibilities to other owners and operators of facilities or services if the responsibilities are specified in its adopted program. The agency shall consult with the department and other affected owners and operators in developing data collection and analysis procedures and schedules prior to program adoption. At least biennially, the agency shall determine if the county and cities are conforming to the congestion management program, including, but not limited to, all of the following:

(a) Consistency with levels of service standards, except as provided in Section 65089.4.

(b) Adoption and implementation of a program to analyze the impacts of land use decisions, including the estimate of the costs associated with mitigating these impacts.

(c) Adoption and implementation of a deficiency plan pursuant to Section 65089.4 when highway and roadway level of service standards are not maintained on portions of the designated system.

65089.4.

(a) A local jurisdiction shall prepare a deficiency plan when highway or roadway level of service standards are not maintained on segments or intersections of the designated system. The deficiency plan shall be adopted by the city or county at a noticed public hearing.

(b) The agency shall calculate the impacts subject to exclusion pursuant to subdivision (f) of this section, after consultation with the regional agency, the department, and the local air quality management district or air pollution control district. If the calculated traffic level of service following exclusion of these impacts is consistent with the level of service standard, the agency shall make a finding at a publicly noticed meeting that no deficiency plan is required and so notify the affected local jurisdiction.

(c) The agency shall be responsible for preparing and adopting procedures for local deficiency plan development and implementation responsibilities, consistent with the requirements of this section.

The deficiency plan shall include all of the following:

(1) An analysis of the cause of the deficiency. This analysis shall include the following:

(A) Identification of the cause of the deficiency.

(B) Identification of the impacts of those local jurisdictions within the jurisdiction of the agency that contribute to the deficiency. These impacts shall be identified only if the calculated traffic level of service following exclusion of impacts pursuant to subdivision (f) indicates that the

level of service standard has not been maintained, and shall be limited to impacts not subject to exclusion.

(2) A list of improvements necessary for the deficient segment or intersection to maintain the minimum level of service otherwise required and the estimated costs of the improvements.

(3) A list of improvements, programs, or actions, and estimates of costs, that will (A) measurably improve multimodal performance, using measures defined in paragraphs (1) and (2) of subdivision (b) of Section 65089, and (B) contribute to significant improvements in air quality, such as improved public transit service and facilities, improved non-motorized transportation facilities, high occupancy vehicle facilities, parking cash-out programs, and transportation control measures. The air quality management district or the air pollution control district shall establish and periodically revise a list of approved improvements, programs, and actions that meet the scope of this paragraph. If an improvement, program, or action on the approved list has not been fully implemented, it shall be deemed to contribute to significant improvements in air quality. If an improvement, program, or action is not on the approved list, it shall not be implemented unless approved by the local air quality management district or air pollution control district.

(4) An action plan, consistent with the provisions of Chapter 5 (commencing with Section 66000), that shall be implemented, consisting of improvements identified in paragraph (2), or improvements, programs, or actions identified in paragraph (3), that are found by the agency to be in the interest of the public health, safety, and welfare. The action plan shall include a specific implementation schedule. The action plan shall include implementation strategies for those jurisdictions that have contributed to the cause of the deficiency in accordance with the agency's deficiency plan procedures. The action plan need not mitigate the impacts of any exclusions identified in subdivision (f). Action plan strategies shall identify the most effective implementation strategies for improving current and future system performance.

(d) A local jurisdiction shall forward its adopted deficiency plan to the agency within 12 months of the identification of a deficiency. The agency shall hold a noticed public hearing within 60 days of receiving the deficiency plan. Following that hearing, the agency shall either accept or reject the deficiency plan in its entirety, but the agency may not modify the deficiency plan. If the agency rejects the plan, it shall notify the local jurisdiction of the reasons for that rejection, and the local jurisdiction shall submit a revised plan within 90 days addressing the agency's concerns. Failure of a local jurisdiction to comply with the schedule and requirements of this section shall be considered to be nonconformance for the purposes of Section 65089.5.

(e) The agency shall incorporate into its deficiency plan procedures, a methodology for determining if deficiency impacts are caused by more than one local jurisdiction within the boundaries of the agency.

(1) If, according to the agency's methodology, it is determined that more than one local jurisdiction is responsible for causing a deficient segment or intersection, all responsible local jurisdictions shall participate in the development of a deficiency plan to be adopted by all participating local jurisdictions.

(2) The local jurisdiction in which the deficiency occurs shall have lead responsibility for developing the deficiency plan and for coordinating with other impacting local jurisdictions. If a local jurisdiction responsible for participating in a multi-jurisdictional deficiency plan does not adopt the deficiency plan in accordance with the schedule and requirements of paragraph (a)

of this section, that jurisdiction shall be considered in nonconformance with the program for purposes of Section 65089.5.

(3) The agency shall establish a conflict resolution process for addressing conflicts or disputes between local jurisdictions in meeting the multi-jurisdictional deficiency plan responsibilities of this section.

(f) The analysis of the cause of the deficiency prepared pursuant to paragraph (1) of subdivision (c) shall exclude the following:

(1) Interregional travel.

(2) Construction, rehabilitation, or maintenance of facilities that impact the system.

(3) Freeway ramp metering.

(4) Traffic signal coordination by the state or multi-jurisdictional agencies.

(5) Traffic generated by the provision of low-income and very low income housing.

(6) (A) Traffic generated by high-density residential development located within one-fourth mile of a fixed rail passenger station, and

(B) Traffic generated by any mixed use development located within one-fourth mile of a fixed rail passenger station, if more than half of the land area, or floor area, of the mixed use development is used for high density residential housing, as determined by the agency.

(g) For the purposes of this section, the following terms have the following meanings:

(1) "High density" means residential density development which contains a minimum of 24 dwelling units per acre and a minimum density per acre which is equal to or greater than 120 percent of the maximum residential density allowed under the local general plan and zoning ordinance. A project providing a minimum of 75 dwelling units per acre shall automatically be considered high density.

(2) "Mixed use development" means development which integrates compatible commercial or retail uses, or both, with residential uses, and which, due to the proximity of job locations, shopping opportunities, and residences, will discourage new trip generation.

65089.5.

(a) If, pursuant to the monitoring provided for in Section 65089.3, the agency determines, following a noticed public hearing, that a city or county is not conforming with the requirements of the congestion management program, the agency shall notify the city or county in writing of the specific areas of nonconformance. If, within 90 days of the receipt of the written notice of nonconformance, the city or county has not come into conformance with the congestion management program, the governing body of the agency shall make a finding of nonconformance and shall submit the finding to the commission and to the Controller.

(b) (1) Upon receiving notice from the agency of nonconformance, the Controller shall withhold apportionments of funds required to be apportioned to that nonconforming city or county by Section 2105 of the Streets and Highways Code.

(2) If, within the 12-month period following the receipt of a notice of nonconformance, the Controller is notified by the agency that the city or county is in conformance, the Controller shall allocate the apportionments withheld pursuant to this section to the city or county.

(3) If the Controller is not notified by the agency that the city or county is in conformance pursuant to paragraph (2), the Controller shall allocate the apportionments withheld pursuant to this section to the agency.

(c) The agency shall use funds apportioned under this section for projects of regional significance which are included in the capital improvement program required by paragraph (5) of subdivision (b) of Section 65089, or in a deficiency plan which has been adopted by the agency. The agency shall not use these funds for administration or planning purposes.

65089.6.

Failure to complete or implement a congestion management program shall not give rise to a cause of action against a city or county for failing to conform with its general plan, unless the city or county incorporates the congestion management program into the circulation element of its general plan.

65089.7.

A proposed development specified in a development agreement entered into prior to July 10, 1989, shall not be subject to any action taken to comply with this chapter, except actions required to be taken with respect to the trip reduction and travel demand element of a congestion management program pursuant to paragraph (3) of subdivision (b) of Section 65089.

65089.9.

The study steering committee established pursuant to Section 6 of Chapter 444 of the Statutes of 1992 may designate at least two congestion management agencies to participate in a demonstration study comparing multimodal performance standards to highway level of service standards. The department shall make available, from existing resources, fifty thousand dollars ($50,000) from the Transportation Planning and Development Account in the State Transportation Fund to fund each of the demonstration projects. The designated agencies shall submit a report to the Legislature not later than June 30, 1997, regarding the findings of each demonstration project.

5089.10.

Any congestion management agency that is located in the Bay Area Air Quality Management District and receives funds pursuant to Section 44241 of the Health and Safety Code for the purpose of implementing paragraph (3) of subdivision (b) of Section 65089 shall ensure that those funds are expended as part of an overall program for improving air quality and for the purposes of this chapter.

APPENDIX B

CMA Committees, Appeal Process and Administration

COMMITTEES

The CMA has two committees of the Board: the Administration & Legislation Committee and the Plans & Programs Committee. There is also a technical advisory committee.

Administration & Legislation Committee

This committee makes recommendations to the CMA Board on administrative matters such as contracts, the work program, strategic plan, the annual budget and legislation. The committee is comprised of the chair and vice-chair of the Board, four city/county representatives representing each of the four planning areas and a representative of AC Transit and BART.

Plans & Programs Committee

This committee makes recommendations to the CMA Board on the Congestion Management Program, the *Countywide Transportation Plan,* federal and state funding programs and studies by others. The committee is comprised of the chair and vice-chair of the Board, four city/county representatives representing each of the four planning areas and a representative of AC Transit and BART.

Technical Advisory Committee

The Alameda County Transportation Advisory Committee (ACTAC) functions as the technical advisory committee to the CMA. ACTAC is comprised of one staff representative from each city and the county; one staff representative from each transit operator; one staff representative each from the Port of Oakland, Alameda County Transportation Authority, the Metropolitan Transportation Commission, Caltrans and the Bay Area Air Quality Management District. Staff from the cities' and county's public works and planning departments participate on the ACTAC. The executive director of the CMA is the chairperson.

APPEAL PROCESS

A city or the county may appeal actions of the CMA according to the following process before filing action in any court. The appealing agency first requests the CMA to reconsider its action. If the CMA either rejects the reconsideration or the appeal, the action of the CMA may be appealed to the member local jurisdictions (cities and the County). An appeal must be filed with the CMA within 30 days of the action being appealed. The CMA must act upon the appeal within 60 days. If the action is appealed, the

local jurisdictions will schedule a vote on the appeal within 60 days following the CMA action on the appeal. The action of the CMA will be overruled if a majority of the local jurisdictions representing a majority of the population of the county takes action to overturn the CMA action. In accordance with the JPA, the CMA has adopted rules and procedures governing the appeal process. The detailed Appeal process, as approved by the CMA Board is presented in the following page.

Administrative Costs

The administrative costs of the CMA are paid from levies on each city and the county in proportion to the fuel tax subventions under Proposition 111. The levies are based on the annual budget, which is adopted by April 1 of each year. MTC has entered into contracts with the Bay Area CMAs to assist in meeting the requirements of TEA-21. These revenues have reduced the levy to the cities and county for support of the CMA. The CMA will continue to advocate legislative measures that provide funding for these administrative costs so that fuel tax subventions to local government can be fully employed to address local transportation needs.

APPEAL PROCESS
ALAMEDA COUNTY CONGESTION MANAGEMENT AGENCY

Ordinance #3
Approved December 17, 1992

The Alameda County Congestion Management Agency (hereinafter referred to as CONGESTION MANAGEMENT AGENCY) does not enact its Appeal Process pursuant to Section 14 of the Joint Powers Agreement as follows:

A. Definitions

Local Agencies are the County of Alameda and the cities of Alameda County.

For purposes of the required majority of the population, the County of Alameda shall be counted as the population of the unincorporated area.

B. Process

Any party that considers itself adversely affected by an action by the CONGESTION MANAGEMENT AGENCY Board shall follow the appeal process set forth below before filing action in any court. The party shall provide factual evidence to the CONGESTION MANAGEMENT AGENCY Board that it is or could be adversely affected by the action in question. The CONGESTION MANAGEMENT AGENCY Board will apply the same standards, in determining standing, as is applied under the California Environmental Quality Act.

An action of the CONGESTION MANAGEMENT AGENCY subject to the Appeal Process shall remain valid until rescinded.

(1)Decision to Requested Reconsideration of CONGESTION MANAGEMENT AGENCY Action.

If a party does not agree with a specific action taken by the CONGESTION MANAGEMENT AGENCY and would like the action rescinded or modified, the party shall first request that the CONGESTION MANAGEMENT AGENCY reconsider the action. If the request for reconsideration is from an entity having a governing body, the request for reconsideration must be approved by the governing body before it can be filed with the CONGESTION MANAGEMENT AGENCY.

(2) Filing Requirements for Request for Reconsideration

A party may request that the CONGESTION MANAGEMENT AGENCY reconsider a specific action by filing a request for reconsideration with the CONGESTION MANAGEMENT AGENCY within 30 days of the CONGESTION MANAGEMENT AGENCY action in question. The request must b received at the CONGESTION MANAGEMENET AGENCY offices on or before 30th day following the CONGESTION MANAGEMENT AGENCY action. If the request for reconsideration is from an entity having a governing body, the request for reconsideration must include a certified copy of the action by the governing body requesting reconsideration. The written request for reconsideration must (1) identify the specific CONGESTION MANAGEMENT AGENCY action that the party is requesting the CONGESTION MANAGEMENT AGENCY to reconsider, and (2) specify the reasons why the party believes the action should be reconsidered, including factual evidence that the party is or will be adversely affected by the CONGESTION MANAGEMENT AGENCY action.

(3) CONGESTION MANAGEMENT AGNECY Reconsideration

If a request for reconsideration is filed in accordance with the requirements set forth in paragraphs (1) and (2), the CONGESTION MANAGEMENT AGENCY Board shall reconsider the action within 60 days of the date the written request for reconsideration was received by the CONGESTION MANAGENT AGENCY.

If both CONGESTION MANAGEMENT AGENCY Board and the party requesting reconsideration agree, parties may enter into mediation.

Within 15 days of the reconsideration, the party shall be notified by Registered Mail, Return Receipt Requested as to whether the CONGESTION MANAGEMENT AGENCY Board, upon reconsideration of the action, affirmed, rescinded or modified the action. If the original action required a majority of those members present and voting pursuant to the Joint Powers Agreement, a majority vote of the CONGESTION MANAGEMENT AGENCY Board is required to affirm, rescind or modify the action. If the original action required a majority of the authorized CONGESTION MANAGEMENT AGENCY Board vote pursuant to the Joint Powers Agreement, a majority of the authorized vote of the CONGESTION MANAGEMENT AGENCY Board is required to affirm, rescind or modify the action. If the action was not rescinded, the notice shall include the specific reasons why not.

(4) Appeal of CONGESTION MANAGEMENT AGENCY Decision to Local Agencies

If the CONGESTION MANAGEMENT AGENCY affirms its original action, then the party may appeal the CONGESTION MANAGEMET AGENCY action in question directly to the Local Agencies. In order to proceed with such an appeal, the appellant must file a written Appeal with the CONGESTION MANAGEMENT AGENCY. The Appeal must be received at the CONGESTION MAGEMENT AGENCY offices on or before the 30th day following the date when the appellant party received written

notification of the decision of the CONGESTION MANAGEMENT AGENCY. The Appeal must (1) identify the specific CONGESTION MANAGEMENT AGENCY action that the appellant wishes rescinded or modified, and (2) specify the reasons why the appellant believes the action should be rescinded or modified.

Upon receipt of the Appeal, the CONGESTION MANAGEMET AGENCY shall transmit the Appeal to the Local Agencies by Registered Mail, Return Receipt Requested within 15 days. This transmittal must include a copy of the Appeal along with a report from the CONGESTION MANAGEMENT AGENCY outlining the basis for the original CONGESTION MANAGEMENT AGENCY action and the reasons why it was affirmed.

(5) Local Action on the Appeal

The Local Agencies must schedule a vote on the Appeal and notify the CONGESTION MANAGEMENT AGENCY at its offices of the result of their vote within 60 days following receipt of the CONGESTION MANAGEMENT AGENCY notice of the Appeal. If a majority of the Local Agencies representing a majority of the population of the county vote in favor of the appeal and notify the CONGESTION MANAGEMENT AGENCY within 60 day time period, then the CONGESTION MANAGEMENT AGENCY action is rescinded or modified as directed. Each vote to rescind or modify the CONGESTION MANAGEMENT AGENCY action must be approved by the governing body of the Local Agency. Failure to take action within the 60 day time period is deemed to constitute a vote to affirm the CONGESTION MANAGEMENT AGENCY action.

(6) Notification of the Results of Local Actions on the Appeal

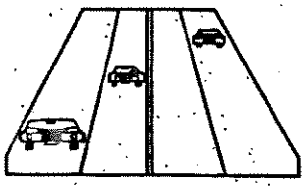
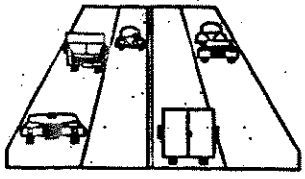
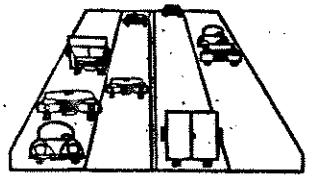
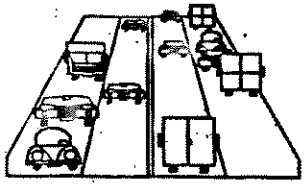
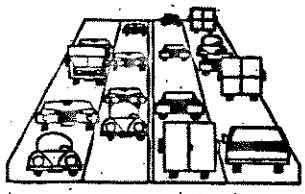
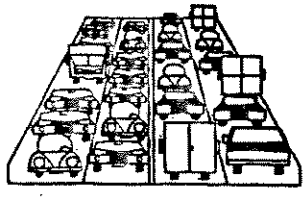
The CONGESTION MANAGEMENT AGENCY must notify the appellant party that filed the Appeal by Registered Mail, Return Receipt Requested of the results of the local consideration of the Appeal within 15 days following the end of the 60 day review period provided for local consideration of the Appeal.

Approved as to form: Approved this
17th day of December 1992:

County Counsel E. William Withrow, Chairman

APPENDIX C

Levels-of-Service

LEVEL OF SERVICE		FLOW CONDITIONS	DELAY	SERVICE RATING
A		Highest quality of service. Free traffic flow with low volumes. Little or no restriction on maneuverability or speed.	None	Good
B		Stable traffic flow, speed becoming slightly restricted. Low restriction on maneuverability.	None	Good
C		Stable traffic flow, but less freedom to select speed or to change lanes.	Minimal	Adequate
D		Approaching unstable flow. Speeds tolerable but subject to sudden and considerable variation. Less maneuverability and driver comfort.	Minimal	Adequate
E		Unstable traffic flow and rapidly fluctuating speeds and flow rates. Low maneuverability and low driver comfort.	Significant	Poor
F		Forced traffic flow. Speed and flow may drop to zero.	Considerable	Poor

LEVEL OF SERVICE DEFINITIONS

APPENDIX D

Travel-Demand Management Checklist

The Transportation Demand Management Element included in the ~~1995~~ 2005 Congestion Management Program requires each jurisdiction to comply with the "" Required Program". This requirement can be satisfied in three ways:

- Adoption of "Design Strategies for encouraging alternatives to auto use through local development review" prepared by ABAG and the Bay Area Quality Management District;
- Adoption of new design guidelines that meet the individual needs of the local jurisdictions and the intent of the goals of the TDM Element;
- Evidence that existing policies and programs meet the intent of the goals of the TDM Element.

For those jurisdictions that have chosen to satisfy this requirement by the second or third option the following checklist has been prepared. In order to insure consistency and equity throughout the County, this checklist identifies the components of a design strategy that should be included in a local program to meet the minimum CMP conformity requirements. The required components are highlighted in bold type and are shown at the beginning of each section. A jurisdiction must answer "yes" to each of the required components to be considered consistent with the CMP. Each jurisdiction will be asked to annually certify that it is complying with the TDM Element. Local jurisdictions will not be asked to submit the back-up information to the CMA justifying its response; however it should be available at the request of the public or neighboring jurisdictions.

Questions regarding optional program components are also included. You are encouraged but not required to answer these questions. ACTAC and the TDM Task Force felt that it might be useful to include additional strategies that could be considered for implementation by each jurisdiction.

CHECKLIST

Bicycle Facilities

Goal

To develop and implement design strategies that foster the development of a countywide bicycle program that incorporates a wide range of bicycle facilities to reduce vehicle trips and promote bicycle use for commuting, shopping and school activities. (Note: an example of facilities are bike paths, lanes or racks.)

Local Responsibilities

1a. In order to achieve the above goal, does your jurisdiction have design strategies or adopted policies that include the following:

1a.1 provides a system of bicycle facilities that connect residential and/or non-residential development to other major activity centers?

- ❑ Yes
- ❑ No

1a.2 bicycle facilities that provide access to transit?

- ❑ Yes
- ❑ No

1a.3 that provide for construction of bicycle facilities needed to fill gaps, (i.e. gap closure), not provided through the development review process?

- ❑ Yes
- ❑ No

1a.4 that consider bicycle safety such as safe crossing of busy arterials or along bike trails?

- ❑ Yes
- ❑ No

1a.5 that provide for bicycle storage and bicycle parking for (A) multi-family residential and/or (B) non-residential developments?

- ❑ Yes
- ❑ No

1b. How does your jurisdiction implement these strategies? Please identify.

- ❑ Zoning ordinance
- ❑ Design Review
- ❑ Standard Conditions of Approval
- ❑ Capital Improvement Program
- ❑ Specific Plan
- ❑ Other

Pedestrian Facilities

Goal

To develop and implement design strategies that reduce vehicle trips and foster walking for commuting, shopping and school activities.

Local Responsibilities

2a. In order to achieve the above goal, does your jurisdiction have design strategies or adopted policies that incorporate the following:

2a.1 that provides reasonably direct, convenient, accessible and safe pedestrian connections to major activity centers, transit stops or hubs parks/open space and other pedestrian facilities?

- ❑ Yes
- ❑ No

2a.2 that provide for construction of pedestrian paths needed to fill gaps, (i.e. gap closure), not provided through the development process?

- ❑ Yes
- ❑ No

2a.3 that include safety elements such as convenient crossing at arterials?

- ❑ Yes
- ❑ No

2a.4 that provide for amenities such as lighting, street trees, trash receptacles that promote walking?

- ❑ Yes
- ❑ No

2a.5 that encourage uses on the first floor that are pedestrian oriented, entrances that are conveniently accessible from the sidewalk or transit stops or other strategies that promote pedestrian activities in commercial areas?

- ❑ Yes
- ❑ No

2b. How does your jurisdiction implement these strategies? Please identify.

- ❑ Zoning ordinance
- ❑ Design Review, such as ADA Accessibility Design Standards
- ❑ Standard Conditions of Approval
- ❑ Capital Improvement Program
- ❑ Specific Plan
- ❑ Other

Transit

Goal

To develop and implement design strategies in cooperation with the appropriate transit agencies that reduce vehicle trips and foster the use of transit for commuting, shopping and school activities.

Local Responsibilities

3a. In order to achieve the above goal, does your jurisdiction have design strategies or adopted policies that include the following:

3a.1 provide for the location of transit stops that minimize access time, facilitate intermodal transfers, and promote reasonably direct, accessible, convenient and safe connections to residential uses and major activity centers?

- ❑ Yes
- ❑ No

3a.2 provide for transit stops that have shelters or benches, trash receptacles, street trees or other street furniture that promote transit use?

- ❑ Yes
- ❑ No

3a.3 that includes a process for including transit operators in development review?

- ❑ Yes
- ❑ No

3a.4 provide for directional signage for transit stations and/or stops?

- ❑ Yes
- ❑ No

3a.5 that include specifications for pavement width, bus pads or pavement structure, length of bus stops, and turning radii that accommodates bus transit?

- ❑ Yes
- ❑ No

3.b How does your jurisdiction implement these strategies? Please identify.

- ❑ Zoning ordinance
- ❑ Design Review
- ❑ Standard Conditions of Approval
- ❑ Capital Improvement Program
- ❑ Specific Plan
- ❑ Other

Carpools and Vanpools

Goal

To develop and implement design strategies that reduce the overall number of vehicle trips and foster carpool and vanpool use.

Local Responsibilities

4a. In order to achieve the above goal, does your jurisdiction have design strategies or adopted policies that include the following:

4a.1 For publicly owned parking garages or lots, are there preferential parking spaces and/or charges for carpools or vanpools?

- ❑ Yes
- ❑ No

4a.2 that provide for convenient or preferential parking for carpools and vanpools in non-residential developments?

- ❑ Yes
- ❑ No

4.b How does your jurisdiction implement these strategies? Please identify.

- ❑ Zoning ordinance
- ❑ Design Review
- ❑ Standard Conditions of Approval
- ❑ Capital Improvement Program
- ❑ Specific Plan
- ❑ Other

Park and Ride

Goal

To develop design strategies that reduce the overall number of vehicle trips and provide park and ride lots at strategic locations.

Local Responsibilities

5a. In order to achieve the above goal, does your jurisdiction have design strategies or adopted policies that include the following:

5a.1 promote park and ride lots that are located near freeways or major transit hubs?

- ❑ Yes
- ❑ No

5a.2 a process that provides input to Caltrans to insure HOV by-pass at metered freeway ramps?

- ❑ Yes
- ❑ No

5b. How does your jurisdiction implement these strategies? Please identify.

- ❑ Zoning ordinance
- ❑ Design Review
- ❑ Standard Conditions of Approval
- ❑ Capital Improvement Program
- ❑ Specific Plan
- ❑ Other

APPENDIX E

Federal and State Transportation Control Measures

(to be updated)

The following lists include adopted federal and state transportation control measures (TCMs) for the San Francisco Bay Area. Detail on federal TCMs can be found in the Transportation Improvement Program (MTC) and the 1994 Clean Air Plan (BAAQMD).

Table 22 — Transportation Control Measures in the 2001 Federal Bay Area Ozone – Attainment Plan

TCM	Description
Original TCMs from 1982 Bay Area Air Quality Plan	
TCM 1	Reaffirm Commitment to 28 percent Transit Ridership Increase Between 1978 and 1983
TCM 2	Support Post-1983 Improvements in the Operators' Five-Year Plans and, After Consultation with the Operators, Adopt Ridership Increase Target for the Period 1983 through 1987
TCM 3	Seek to Expand and Improve Public Transit Beyond Committed Levels
TCM 4	Continue to support development of High Occupancy Vehicle (HOV) Lanes
TCM 5	Support RIDES Efforts
TCM 6*	Continue Efforts to Obtain Funding to Support Long Range Transit Improvements
TCM 7	Preferential Parking
TCM 8	Shared Use Park and Ride Lots
TCM 9	Expand Commute Alternatives
TCM 10	Information Program for Local Governments
TCM 11**	Gasoline Conservation Awareness Program (GasCAP)
TCM 12**	Santa Clara County Commuter Transportation Program

TCM	Description
Contingency Plan TCMs Adopted by MTC in February 1990(MTC Resolution 2131)	
TCM 13	Increase Bridge Tolls to $1.00 on All Bridges
TCM 14	Bay Bridge Surcharge of $1.00
TCM 15	Increase State Gas Tax by 9 Cents
TCM 16*	Implement MTC Resolution 1876, Revised — New Rail Starts – BART Extension to Colma only
TCM 17	Continue October 1989 Post-Earthquake Transit Services
TCM 18	Sacramento-Bay Area Amtrak Service
TCM 19	Upgrade Caltrain Service
TCM 20	Regional HOV System Plan
TCM 21	Regional Transit Coordination
TCM 22	Expand Regional Transit Connection Services
TCM 23	Employer Audits
TCM 24	Expand Signal Timing Program to New Cities
TCM 25	Maintain Existing Signal Timing Programs on Local Streets
TCM 26	Incident Management on Bay Area Freeways
TCM 28	Local Transportation Systems Management (TSM) Initiatives
TCM 27	Update MTC Guidance on Development of Local TSM Programs
TCM A	Regional Express Buss Program
TCM B	Bicycle/Pedestrian Program
TCM C	Transportation for Livable Communities/Housing Incentives Program
TCM D	Additional service patrol
TCM E	Transit access to airports

* Deleted by EPA action from ozone plan.

** Deleted by EPA action from ozone plan, but retained in Carbon Monoxide Maintenance Plan.

Source: Bay Area Air Quality Management District, Metropolitan Transportation Commission, 2001.

Table 23 — Transportation Control Measures in the 2000 Clean Air Plan

TCM 1: Support Voluntary Employer Based Trip Reduction Programs
TCM 2: Adopt Employer-Based Trip Reduction Rule (DELETED)
TCM 3: Improve Areawide Transit Service
TCM 4: Improve Regional Rail Service
TCM 5: Improve Access to Rail and Ferries
TCM 6: Improve Interregional Rail Service
TCM 7: Improve Ferry Service
TCM 8: Construct Carpool/Express Bus lanes on Freeways
TCM 9: Improve Bicycle Access and Facilities
TCM 10: Youth Transportation
TCM 11: Install Freeway/ Arterial Metro Traffic Operations System
TCM 12: Improve Arterial Traffic Management
TCM 13: Transit Use Incentives
TCM 14: Improve Rideshare/Vanpool Services and Incentives
TCM 15: Local Clean Air Plans, Policies and Programs
TCM 16: Intermittent Control Measure/Public Education
TCM 17: Conduct Demonstration Projects
TCM 18: Transportation Pricing Reform
TCM 19: Pedestrian Travel
TCM 20: Promote Traffic Calming Measures

APPENDIX F

Project Delivery and Timely Use of Funds Policy

PROJECT DELIVERY ASSISTANCE

- The CMA will provide consultant services to assist in monitoring the implementation of projects programmed to receive state, federal or TFCA funds programmed by the CMA. This service will include ongoing management of a project monitoring database and development of a quarterly status report on the delivery status of projects programmed to receive state, federal funds or TFCA funds programmed by the CMA. The Consultant will also meet with Caltrans local assistance on a monthly basis to review the status of the Caltrans review of Alameda County projects.
- The CMA will provide consultant services to project sponsors to assist in the delivery of state, federal or TFCA funded projects programmed through the CMA. This assistance will include project delivery workshops for all sponsors and development and management of a project delivery website where sponsors can post project delivery questions and receive project delivery assistance. Due to budget limitations in the CMA's project oversight contract, one on one on call assistance will likely be limited to the review of documents and answering questions relative to a specific funding program. Sponsors that require assistance beyond this level, such as completing documents that are required for project delivery, can contract with the CMA's oversight consultant directly or request the CMA expand the current scope of work on a task order basis to provide the necessary support. Any additional task order work completed through the CMA contract will be reimbursed to the CMA from the local agency receiving the support. Billing rates for any additional support work will be based on the rates in the current CMA contract with the oversight consultant.
- Agencies receiving funding through the CMA will, as part of the application process, submit to the CMA a baseline schedule for project delivery. The CMA's project monitoring consultant will provide assistance to sponsors in the development of the baseline schedule to insure that all required state and federal approvals are accounted for in the schedule. Agencies agree to provide the CMA with quarterly updates on project delivery status (sample form attached) and to notify and seek the CMA's concurrence on any significant changes to the project delivery schedule, scope or cost. The baseline schedule will identify major milestones for each project that are critical for timely delivery of the project. These milestones will likely include start and end dates for: environmental clearance, development of PS&E, acquisition of right of way and construction of the project. Deadlines associated with any timely use of funds provisions such as Caltrans or CTC authorizations and/or approvals will also be identified.
- The CMA will host a workshop on project delivery after the adoption of every state/federal/TFCA program by the CMA Board. The workshop will review the project delivery requirements of the particular funding program(s) adopted by the CMA and provide an opportunity for project sponsors to have questions related to the specific program answered by both CMA staff and staff from other

agencies that may have project approval authority (i.e. Caltrans, the Air District, MTC). Attendance at this workshop will be mandatory for all project sponsors.

EXTENSION AND REPROGRAMMING REQUESTS

The CMA will consider the following prior to endorsing an extension or reprogramming request:

- Are the circumstances causing the delay truly "extraordinary," or an oversight during project planning? Although the circumstances may be unforeseen, baseline project schedules should incorporate risk factors related to unknowns. Are these circumstances "beyond the control" of the implementing agency. Sponsors requesting extensions or reprogramming will be required to provide justification why the circumstances causing the delay are "extraordinary and beyond their control."
- Has the project sponsor exercised due diligence in the delivery of the project and is such diligence documented? Have previous milestones in the project delivery scheduled been met and has the CMA been notified of and concurred with any changes to the schedule? The CMA should be notified when a delay situation, or potential delay situation, arises in order to be prepared to review the request and to take whatever action may be required to assure no loss of funding to Alameda County. Sponsors requesting extensions or reprogramming must demonstrate that previous milestones identified in the baseline schedule as critical to the delivery of the project have been met, or that the CMA was notified and concurred with any potential delays to the project schedule.
- If the CMA were to grant an extension or reprogramming, how prepared is the sponsor to meet future delivery deadlines? Failure to meet the initial project delivery deadline – project allocation approval – will result in the funds being deprogrammed from the project but returned to the county share. However, once the initial allocation has been received, failure to meet any future SB 45 deadlines will result in a loss of funds to both the project and the county. Sponsors requesting extensions or reprogramming requests must provide the CMA with a revised schedule for project delivery and a strategy for resolution of the problem that is causing the delay in project delivery. This revised schedule will also provide detail relating to the impact this delay and modified schedule may have on other projects sponsored by the respective agency. The CMA will consider the circumstances causing the project delivery delay and the impact on other projects being implemented by the sponsor and may deny the extension or reprogramming request until the sponsor can demonstrate an acceptable resolution to the problem causing the delay.

TIMELY USE OF FUNDS POLICY

- Any project sponsor that fails to meet a timely use of funds deadline that results in a loss of programmed funds to Alameda County will be penalized in a future state or federal funding cycle an amount equal to the funds that were lost to Alameda County.
- This policy will apply to all funding programs administered by the CMA. Projects programmed to receive TFCA funds will be subject to all additional delivery requirements included in the CMA's adopted TFCA Timely Use of Funds Policy.

APPENDIX GA

Technical and Policy Guidelines

USE OF THESE GUIDELINES

Local jurisdictions are required to comply with standards set forth in the Alameda County Congestion Management Agency's (CMA) *Congestion Management Program* (CMP). These *Technical and Policy Guidelines* are intended to assist jurisdictions in complying with such standards. The guidelines are organized as follows:

- Level-of-service monitoring;
- Transportation demand management;
- Land use analysis;
- Deficiency plan preparation; and
- Countywide Transportation Demand Modeling.

These Guidelines supplement the CMP and supercede requirements contained in all previous Programs and Guidelines, and will continue to be updated periodically to reflect new guidance adopted by the CMA Board.

1. LEVEL-OF-SERVICE MONITORING

Background and Purpose

"Level-of-service" (LOS) is a term used to describe traffic conditions on a given roadway. LOS takes into account variables such as travel speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, safety, road volume and road capacity.

Setting LOS standards for the CMP transportation system provides a tool to analyze the impacts of land use changes on the system and to measure one aspect of system performance—congestion. If performance falls below the standard discussed below, local jurisdictions are required to restore or improve the LOS.

Responsibility

By November of each year, the CMA is required to determine whether local jurisdictions are in compliance with the CMP. LOS monitoring is required only for segments operating at LOS C, D, E or F unless the local jurisdiction requires otherwise.

Jurisdictions may use CMA's LOS monitoring, or may conduct their own LOS monitoring. If a jurisdiction assumes responsibility for monitoring LOS on their roads or if Caltrans assumes responsibility for monitoring LOS on the freeway system, the following methodology should be used. *Note*: The results of the 2002 LOS monitoring efforts, and a complete description of the methodology for data collection and analysis, are included in the 2002 LOS Monitoring Program[1].

Methodology

Measuring LOS is based on average travel speed, using the "floating car" technique consistent with the *Manual of Traffic Engineering Studies*[2]. This method involves defining the checkpoints for each roadway segment, collecting travel time data, computing travel speeds and comparing average speeds with the LOS speed ranges specified in the 1985 *Highway Capacity Manual*[3]. The relationship between LOS and average travel speed is shown in Table 5 of the CMP.

Defining Roadway Segments

To ensure comparability of results for conformance determination purposes, LOS monitoring must be based on the roadway network segments established in the most current CMP. In cases where compelling reasons exist, local jurisdictions may request changes to network definition. The CMA and Alameda County Technical Advisory Committee (ACTAC) must approve such a change before LOS monitoring begins.

Monitoring Frequency

The Alameda County CMA surveys the entire CMP-network every four years (or two monitoring cycles) to determine if LOS A and B segments are experiencing more congestion. The ACCMA monitors segments operating at LOS C, D, E or F biennially, and has the option of including segments experiencing LOS A and B during this biennial monitoring.

2. TRANSPORTATION DEMAND MANAGEMENT

Background and Purpose

Transportation demand management (TDM) focuses on "demand-related" strategies designed to reduce the need for new highway facilities over the long term and to make the most efficient possible use of

---

[1] Abrams Associates, *2002 Level-of-Service Monitoring*, (Oakland, November 2002). This document is available at the CMA offices and electronically at www.accma.gov.

[2] Paul C. Box and Joseph C. Oppenlander, *Manual of Traffic Engineering Studies,* 4th edition (Arlington, VA: Institute of Transportation Engineers, 1976).

[3] Transportation Research Board, Special Report 209, *Highway Capacity Manual,* (Washington, D.C.: Transportation Research Board, 1985)

existing facilities. TDM also incorporates strategies to integrate air quality planning requirements with transportation planning and programming. Based on state law, [4] the purpose of the TDM Element in the CMP is to:

- Promote alternative transportation methods, including but not limited to carpools, vanpools, transit, bicycles and park-and-ride lots;
- Promote improvements in the balance between jobs and housing;
- Promote other strategies, including but not limited to flexible work hours, telecommuting and parking management programs; and
- Consider parking cash-out programs.[5]

The CMA and Bay Area Air Quality Management District (BAAQMD) are required to coordinate the development of trip-reduction responsibilities and avoid duplication of responsibilities between agencies. However, cities and other local jurisdictions can establish their own TDM programs that go beyond the CMA and BAAQMD strategies, but they cannot require employers to implement an employee trip-reduction program unless the program is required by federal law.[6]

Elements of a TDM Program

The TDM program includes four elements:

- Required Program. Mandates that local jurisdictions adopt and implement guidelines for site design that enhance transit, pedestrian and bicycle access.
- Countywide Program. Includes actions by the CMA to support the efforts of local jurisdictions.
- Regional Program. Includes actions by Metropolitan Transportation Commission (MTC), BAAQMD and Caltrans to meet areawide needs.
- Comprehensive Program. Recognizes the role of the private sector TDM opportunities.

[4] California Government Code Section 65089 (b) (3).

[5] A parking cash-out program is defined as an employer-funded program under which an employer offers to provide a cash allowance to an employee equivalent to the parking subsidy that the employer would otherwise pay to provide the employee with a parking space.

[6] Section 40929, added to the Health and Safety Code by SB 437 (Lewis) states: 40929 (a) Notwithstanding Section 40454, 40457, 40717, 40717.1, or 407717.5, or any other provision of law, a district, congestion management agency, as defined in subdivision (b) of Section 65099.1 of the Government Code, or any other public agency shall not require an employer to implement an employee trip reduction program unless the program is expressly required by federal law and the elimination of the program will result in the imposition of federal sanctions, including, but not limited to, the loss of federal funds for transportation purposes. (b) Nothing in this section shall preclude a public agency from regulating indirect sources in any manner that is not specifically prohibited by this section, where otherwise authorized by law.

Compliance with the Required Program

Mandatory compliance with the Required Program can be satisfied in one of three ways:

- Adopt "Design Strategies for Encouraging Alternatives to Auto Use through Local Development Review," prepared by Association of Bay Area Governments (ABAG) and the BAAQMD;
- Adopt new design guidelines that meet the individual needs of the local jurisdictions and the intent of the goals of the TDM Element; or
- Provide evidence that the jurisdiction's existing policies and programs meet the intent of the TDM Element goals.

The Design Strategies Checklist available at CMA ~~found in Appendix has~~office has been prepared for jurisdictions choosing to satisfy this requirement using the second or third option, above. This checklist identifies the components of a strategy that should be included in a local program to meet the CMP conformity requirements.

Local jurisdictions must provide proof of compliance annually in September prior to the November CMA Board meeting in which conformity is determined. (Note: See Table 18 for other conformance and monitoring schedule requirements).

3. LAND USE ANALYSIS PROGRAM

Background and Purpose

The purpose of the CMP Land Use Analysis Program is to:

- Ensure that local land use and regional transportation facility decisions are consistent;
- Assess the impacts of development in one community on other communities; and
- Promote information sharing between local governments when the decisions made by one jurisdiction may have an impact on another.

Tier I Projects

Reporting Requirements

Tier I projects are categorized as Tier I (a) and Tier I (b). A General Plan Amendment (GPA) is a Tier I(a) project and any Large-Scale Project Consistent with the General Plan[7] is a Tier I(b) project. Jurisdictions must report all Tier I projects to the CMA for regional transportation analysis.

---

7 In February 1995, The CMA adopted the following policy for addressing Tier I (b) projects:

Throughout the year, local jurisdictions are to forward to the CMA all Notices of Preparation (NOP) and draft, supplemental and final environmental documents with specified information on Tier I (a) and Tier I (b) projects with one exception: NOPs for Tier I (b) projects, for which a negative declaration is being prepared, do not need to be forwarded to the CMA. All supporting documentation and relevant data should be provided to the CMA within the initial scoping period specified by the California Environmental Quality Act (CEQA).

Submittal Requirements

Local jurisdictions must submit the land development application (study report/site plan for the proposed project or GPA) to the CMA, including:

- Description and map of the project location;
- Location of proposed street access and relationship to the Metropolitan Transportation System (MTS) roadway system;[8]
- Traffic studies prepared for the project;
- Description of proposed uses (single-family or multi-family dwelling units, low-income senior housing units, etc.);
- Quantification of the uses such as the number of dwelling units, number of stories of multiple story buildings, square feet of commercial use, number of employees by job types (manufacturing, retail, service, etc.);
- Expected occupancy date (year), or, if a multi-phase project, the expected occupancy dates for each phase; and
- Degree of completion (e.g. occupancy) by the CMP Capital Improvement Program (CIP) target year.[9]

That all NOPs of Environmental Impact Reports be forwarded to the CMA for comparison with the 100-trip p.m. peak threshold and, if exceeded, the CMA will review and comment including requests for consideration of transportation impacts and mitigation measures to Metropolitan Transportation System facilities in the same manner as the current policy for general plan amendments.

[8]California Government Code requires that the Land Use Analysis Program assess the impacts of land development on "regional transportation systems." In the Bay Area, the regional transportation system is defined as the Metropolitan Transportation System (MTS), which has been officially designated by the Metropolitan Transportation Commission as part of its implementation of the 1991 federal Intermodal Surface Transportation Efficiency Act. Therefore, a distinction is made between the CMP roadway network that is used for LOS Monitoring of existing conditions (see Chapter 3~~4~~, Level Of Service Standards~~OS Monitoring Guidelines~~) and the MTS system used for the CMP Land Use Analysis Program to determine impacts to the regional transportation system in the future. (By using the MTS for the Land Use Analysis Program, impacts on the CMP-network system will continue to be identified, since the latter is a subset of the MTS.)

[9]The CMP CIP target year is the last year covered in the five-year Capital Improvement Program for a given CMP. For example, the 2001 CMP target year would be 2006/07.

Model Requirements

The CMA reviews transportation analyses of proposed land developments that require a general plan amendment and/or an environmental impact report. The CMA determines whether the proposed development would result in 100 additional p.m. peak hour trips. If so, the CMP Land Use Analysis Program requires the jurisdiction to conduct a traffic analysis of the project using the Countywide Transportation Demand Model.

The Countywide Model has been updated to Projections 2002 for estimated base year 2005 with horizon years 2010 and 2025[10]. Local jurisdictions are responsible for conducting the model runs themselves or through a consultant. The Countywide model is available to the local jurisdictions for this purpose. A letter must be submitted to the CMA requesting use of the model and describing the project. A copy of a sample letter agreement is available from the CMA upon request

Jurisdictions must address all potential impacts of the project on the Metropolitan Transportation System (MTS) roadway and transit systems. The ACCMA does not have a policy for determining a threshold of significance for CMP requirements. Rather, it is expected that professional judgment will be applied to determine project level impacts.

- **Tier I (a) and (b) Land Development Application**. The local jurisdiction or their consultant must model forecasts for study horizon years 2010 and 2025 traffic volume-to-capacity ratios and traffic volumes. The CMA will use the forecasts to determine whether the proposal exceeds the trip-generation threshold—defined as 100 or more additional p.m. peak-hour trips over what is generated by the current land use designation for Tier I (a) and by the existing land uses for Tier I (b).
- **Tier I (a) GPAs and Large-Scale Projects Consistent with the General Plan.** If the 100 p.m. peak-hour trip-generation threshold is exceeded, local jurisdictions or their consultants must model the impact of the project (and a "no project" scenario) on the MTS roadway system for study horizon years 2010 and 2025.
- **Tier I (a) or (b) Projects**. If the 100 p.m. peak-hour trip-generation threshold is not exceeded, the CMA will write a letter of exemption to the local jurisdiction.

The local jurisdiction must send a copy of the final decision/notice of determination to the CMA within 14 days of application approval. The data will be incorporated into the Countywide Transportation Demand Model's land use database, thus keeping it current.

Tier II Projects

[10] The Countywide Transportation Demand Model is updated following ABAG's issuance of new land use projections, usually every two years. The model horizon years are modified with the biennial model updates.

Biennially, the CMA analyzes Tier II projects based on new land use projections issued by ABAG (typically in even-numbered years).[11] Local jurisdictions have 60 days after receiving the projections in which to provide input on how their respective ABAG projections will be distributed by Countywide Transportation Demand Model traffic analysis zones (TAZs). Then the CMA will incorporate this information into the updated Countywide Transportation Demand Model.

Other Programs to Reduce Congestion

Two programs, supported by the CMA, should be considered by local jurisdictions as additional ways to comply with the CMP Land Use Analysis Program.

Financial Incentives

As part of the terms of approval and/or developer agreements, financial incentive programs can help reduce traffic congestion. Employee-oriented financial incentives such as parking cash-out programs have proven to be successful in encouraging single-occupant drivers to choose other commute alternatives. For example, under this program, an employer offers to provide a cash allowance equivalent to the parking subsidy that the employer would otherwise pay to provide the employee with a parking space. Such a program applies to employers of 50 or more persons in air basins designated as "nonattainment" areas.[12]

Guaranteed Ride Home Program

The Guaranteed Ride Home program, sponsored by the CMA, ensures that any employee at participating worksites using alternative modes of travel can get home in case of an emergency. This program works in conjunction with other transportation demand management programs to reduce the number of drive-alone work trips made in Alameda County. The program is open to any Alameda County employer with 100 or more employees and provides employees who carpool, vanpool, use public transportation, bike or walk to work a free ride home in the event of an emergency or unexpected overtime. By alleviating employees' fears about being "stranded" at work, the program provides a strong incentive for them to leave their cars at home and instead use carpools, vanpools or public transit to get to work.

4. DEFICIENCY PLAN GUIDELINES

Background and Purpose

Deficiency Plans are a way for jurisdictions to remain in compliance with the CMP. This process is initiated when LOS for a segment of road deteriorates below the established standard set forth in the California Government Code Section 65089 (b)(1)(B), as follows:

---

[11] In March 2003, ABAG adopted *Projections* 2003, a shift away from its traditional "trends series" to one based more on "Smart Growth" concepts. MTC intends to use this most recent series in the update of the *Transportation 2030*, which began in Spring 2003. If this is the case, then it is likely that the new land use projections will be released in odd-numbered years beginning in 2003.

[12] Section 43845 of the Health and Safety Code. The EPA determines whether air basins are in attainment.

> In no case shall the LOS standards for roads established be below the LOS E or at the current level, whichever is further from LOS A. When the LOS on a segment or at an intersection fails to attain the established LOS standard, a Deficiency Plan shall be adopted pursuant to Section 65089.4.

Deficiency Plans should always be developed with consideration of the countywide transportation planning process, including forecasts of travel needs and planned capital improvements. Likewise, existing deficiencies should always influence future countywide transportation planning and programming decisions. If the Deficiency Plan involves system-wide improvements, CMA staff, transit agencies, the BAAQMD, and the California Department of Transportation may also be involved.

Deficiency Identification

~~Bienially~~Biennially, the CMA identifies potentially deficient roadway segments based on LOS monitoring. Only trips originating inside Alameda County in the p.m. peak period are included in determining LOS conformity. The CMA also allows several types of travel to be removed from the determination, including:

- Interregional travel;
- Construction, rehabilitation, or maintenance of facilities that impact the system;
- Freeway ramp metering;
- Traffic signal coordination by the state or a multi-jurisdictional agency;
- Traffic generated by the provision of low and very low income housing;
- Traffic generated by high-density residential development within one-fourth mile of a fixed rail passenger station; and
- Traffic generated by any mixed use development located within one-fourth mile of a fixed rail passenger station; and if more than half of the land area or floor area of the mixed use development is used for high density residential housing.

In some cases, several jurisdictions are required to participate in a multi-jurisdictional Deficiency Plan process pursuant to Section 65089.4 (e) (1-3).

Process Overview

When the LOS on a given CMP-network segment deteriorates below the established state standard, the responsible jurisdictions(s) must prepare a Deficiency Plan, or forego additional gasoline tax subventions (pursuant to Section 2105 of the Streets and Highways Code). The CMA Board determines whether a jurisdiction is required to prepare a Deficiency Plan at their November Board meeting. The ~~jurisdiction must~~jurisdiction must prepare a Deficiency Plan by the following November Board meeting to prevent its forfeiting of additional gasoline tax subventions.

The Deficiency Plan process allows a local jurisdiction to choose one of two types of Deficiency Plans.

- **Simple Deficiency Plan**. Focusing on the deficient segment, the local jurisdiction develops a list of improvements necessary to meet LOS standards, and estimates the costs and implementation schedule of the proposed improvements. For a simple Deficiency Plan, measures to meet minimum LOS on the deficient segment do not have to be drawn from the BAAQMD list nor approved by the BAAQMD.
- **Multipurpose Deficiency Plan**. A more complex Deficiency Plan may be required when a deficient segment cannot be improved to meet LOS standards. The jurisdiction must designate the segment as deficient, and develop and implement actions to measurably improve the overall LOS and contribute to significant air quality improvements. Such actions may not necessarily directly pertain to or have a measurable impact on the deficient segment itself but must show system-wide improvement. The plan should also contain an estimate of the costs of the proposed improvements, programs or actions.

  For these types of plans, the BAAQMD has developed a list of actions which are considered beneficial for air quality and congestion management. Jurisdictions may include actions other than those on this list, provided the BAAQMD reviews and approves the list prior to plan adoption. The most current BAAQMD list of actions should always be consulted.

Note: A local jurisdiction may request, at any time while preparing a Deficiency Plan, that the conflict resolution process be instituted to resolve disputes, as necessary, and as set forth in the CMP.

Plan Development and Approval

Required Components

The scope of a Deficiency Plan should match the severity of the problem. Extreme deficiencies will need more significant actions; minor deficiencies need only minor actions. Action plans must be incorporated into future CMP documents. State law requires a Deficiency Plan contain and address the following:

- **Introduction and Setting**. A short description of the facility, including a map showing its location.
- **Deficiency Analysis**. The deficiency must be analyzed and described in terms of likely causes and the magnitude of the deficiency assessed.[13]
- **Screening of Actions**. An array of suitable actions should be evaluated at a sketch-planning level for potential effects on system-wide traffic congestion and air quality (traffic operations analyses or model forecasts may be required).
- **Suitable Actions**. Selected actions meant to remedy the specific deficiency should be detailed. If actions are considered which are intended to improve LOS on the CMP-network, those actions—

[13] The magnitude of the deficiency shall be defined as:

> The capacity constraint that prevents a roadway from operating at its appropriate level of speed. When biennial data become available through the LOS monitoring program, facility specific data on the relationship between volume and speed will allow for better definition of the magnitude of the deficiencies.

listed in the BAAQMD guidelines and other actions identified and approved by the BAAQMD—should be given a suitability assessment.

- **Implementation**. A detailed implementation plan should be developed, including description of the selected actions, anticipated costs, related funding sources and schedule.

Suitable Implementation Actions

Implementation actions fall into one of two categories:

- **Mitigation of Deficiency**. These types of improvements are designed to directly mitigate the specific deficiency such as highway, transit and other mode improvements.
- **Improve Air Quality/LOS**. The second types of actions are intended to provide measurable improvements to air quality and LOS, in cases where deficiencies cannot be mitigated directly.

Updates

To facilitate the process, the CMA Board will accept minor updates to Deficiency Plans. The affected jurisdictions(s) may submit a notice to the CMA stating the reason for and content of the update. The CMA Board will approve or reject the request for the update. Should the CMA Board reject the request, the existing Deficiency Plan will remain in place.

Review and Evaluation

An acceptable Deficiency Plan will contain all of the required components listed above and will be evaluated on the following technical criteria:

- Completeness as required in California Government Code Section 65089.5;
- Appropriateness of the Deficiency Plan actions in relation to the magnitude of the deficiency;
- Reliability of the funding sources;
- Ability to implement the proposed actions (including jurisdictional control issues); and
- Reasonableness of the implementation plan schedule.

CMA staff and ACTAC members will review the draft Deficiency Plan. These groups will coordinate with the local jurisdiction (when the jurisdiction desires) to develop a Deficiency Plan acceptable to that jurisdiction and to the CMA. In the case of a multi-jurisdictional Deficiency Plan, the CMA staff and ACTAC will coordinate with the affected local jurisdictions, upon request.

Adoption

A final plan must be adopted by the affected local jurisdiction(s) at a noticed public hearing no later than 90 days following written notification of the annual conformance findings of the CMA Board (presently

scheduled to occur at the November CMA Board meeting). The CMA Board will approve or reject a Deficiency Plan within 60 days of receipt of the Deficiency Plan from the local jurisdiction(s).

Jurisdictional Participation

Jurisdictions may be involved in two types of Deficiency Plans.

Single-Jurisdiction Deficiency Plan

If a deficient segment is entirely in one jurisdiction and all other jurisdictions contribute less traffic than is identified in the multi-jurisdictional Deficiency Plan process (discussed below), then the deficiency should be addressed through a local single-jurisdiction Deficiency Plan.

Multi-Jurisdictional Deficiency Plan

If a deficient segment crosses jurisdictional boundaries, borders two jurisdictions or if conditions in other jurisdictions contribute significantly[14], the deficiency must be addressed through a multi-jurisdictional Deficiency Plan pursuant to Section 65089.4 (e) (1-3).

Monitoring

Annually, the CMA will monitor implementation of the Deficiency Plans prior to the annual conformance determination (currently scheduled for November), to establish whether:

- They are being executed according to the schedule detailed in the implementation plan; or
- Changes have occurred that require modifications of the original Deficiency Plan or schedule.

Jurisdictions that have prepared and are implementing a Deficiency Plan must prepare annual status report updates for the November Board meeting. Cooperating jurisdictions that did not prepare the Deficiency Plan must also review the annual status report updates and submit a letter to the CMA stating they are in concurrence with the annual update from the lead jurisdiction. This information is required for the Board to make a determination at its November meeting whether the jurisdictions are in conformance with the CMP.

Compliance

Once the action plan identified in the Deficiency Plan is implemented, the local jurisdiction determines whether a measurable improvement in LOS has occurred or whether the plan needs to be further updated.

[14] A significant contribution is defined as one that contributes 10% or more of the volume of traffic in that segment.

Evaluation of the action plan may result in recommended changes to other elements of the CMP, such as the Capital Improvements Program or Travel Demand Management Element.

A jurisdiction which is either not implementing the actions or not adhering to the stated schedule in the approved Deficiency Plan may be found in non-conformance, if the deficiency still exists.

5. COUNTYWIDE TRANSPORTATION DEMAND MODEL

Background and Purpose

California Government Code requires that every Congestion Management Agency, in consultation with the regional transportation planning agency (MTC in the San Francisco Bay Area), cities and the County, develop a Countywide Transportation Demand Model. The purpose of this requirement is to establish a uniform technical basis for analysis and to assist local agencies in assessing the impacts of new development on the regional transportation system.

Description of the Countywide Transportation Demand Model

The nine-county San Francisco Bay Area region and areas surrounding the Bay Area are included in the travel demand model. Within Alameda County, the Countywide Transportation Demand Model is based on and incorporates refinements to MTC's traffic analysis zone (TAZ) system.

Model Adequacy

The Countywide Model has been tested and validated for 1990 conditions. This procedure compared forecast results from the model to observed traffic volumes and transit ridership data. The model has been further refined with the addition of updated land use information and network characteristics submitted biennially to the CMA by local jurisdictions as part of ABAG's projections update, with the latest update in 2002.

Census 2000 transportation data became available in 2003. The CMA is considering updating the model to 2000 conditions. This update is anticipated for 2004 and 2005 in conjunction with the update of MTC's model to 2000 base year conditions.

Applications of the Countywide Model

The Countywide Model provides information to analyze operating conditions on any segment of the Alameda County roadway and transit system. Specifically, it can produce countywide information for 2005 estimated base year with study horizon years of 2010 and 2025[15]. It can be used to estimate existing and future operating conditions on the CMP roadway system such as:

- Land use impacts and mitigation measures related to the CMP Land Use Analysis Program;
- The effect of projects proposed in the CMP Capital Improvement Program;
- Recommended actions or mitigation measures for Deficiency Plans; and
- Forecasting operating conditions on specific roadway segments.

[15] The base years and horizon years are generally updated every two years with the Countywide Transportation Demand Model update.

Traffic Analysis for Proposed Projects

When a proposed project appears to generate at least 100 p.m. peak hour trips over existing conditions, the CMP Land Use Analysis Program requires the sponsoring local jurisdiction to submit land use data to enable the CMA to conduct a traffic analysis of the project using the Countywide Transportation Demand Model. (See discussion in Section 3, Land Use Analysis Program, Model Requirements.) Potential impacts of the proposed project on the Metropolitan Transportation System would need to be addressed in the draft Environmental Impact Report.

Use of Countywide Transportation Demand Model

Since1998, local jurisdictions have been responsible for conducting model runs themselves or through a consultant.[16] The Countywide Model is available to local jurisdictions to run travel demand models through formal request. Before the Model can be released to the jurisdiction or its' consultant, a letter (signed by representatives from the jurisdiction and its consultant, if applicable) must be submitted to the CMA for each project, requesting use of the model and describing the project (sample of Model Agreement letter is available upon request).

The CMA Countywide Transportation Demand Model may be used for the following CMP-related uses:

- Forecasting of operating conditions on roadway segments;
- Local land use analysis testing and updating consistent with the current CMP Land Use Analysis Program requirements; and
- Testing of mitigation measures or Deficiency Plan recommendations.

Copies of the Countywide Model input assumptions, databases and plots of the roadway and transit systems are available from the CMA upon request (in paper or electronic copies).

CMP Annual Conformity Findings

Jurisdictions, therefore, need to submit information to the CMA demonstrating they are in compliance with the following:

1. Land Use Analysis Program
2. TDM Site Design Checklist
3. Deficiency Plan or Update (for some jurisdictions, as discussed above)
4. Payment of Annual Fees to CMA

[16] The Countywide Transportation Demand Model must be consistent with, to the greatest extent possible, MTC's modeling methodology and databases and the Countywide Transportation Demand Model for Compatibility Checklist.

The CMA reviews the draft conformity findings at each October Board meeting. The City's compliance with the Tier II Land Use Analysis Program depends on providing this information by the November CMA Board meeting. If the jurisdiction is not in conformance by the November CMA Board meeting, it could jeopardize its gas tax funding.

State Requirements

While the CMA does not have the authority to approve or deny local developments, it may find the local jurisdiction in non-conformance with the Land Use Analysis Program requirement of the CMP. At the time of the finding, the CMA would provide recommendations for corrective actions.

If after 90 days of notification, the local jurisdiction is still in non-conformance with the Land Use Analysis Program requirement of the CMP, the CMA is required to provide notice to the California Transportation Commission and the State Controller. The notice includes the reasons for the finding and evidence that the CMA correctly followed procedures for making the determination. The State Controller would then withhold the non-conforming jurisdiction's increment of subventions from the fuel tax made available by Proposition 111, and the jurisdiction will not be eligible to receive funding for projects through the federal Surface Transportation Program and Congestion Mitigation & Air Quality Program. If within the 12-month period following the receipt of a notice of non-conformance, the CMA determines that the city or county is in conformance with the Land Use Analysis requirement of the CMP, the withheld Proposition 111 funds will be released. If after the 12-month period the city or county has not conformed, the withheld Proposition 111 funds will be released to the CMA for projects of regional significance included in the CMP or a deficiency plan.

APPENDIX H

Glossary of Terms

AB 84. The original bill number for the legislation that required Project Study Reports (PSRs) and the development of Future Project Development lists by the counties.

Air Quality Attainment Plan. The plan for attainment of state air quality standards, as required by the California Clean Air Act of 1988. It is adopted by air quality districts and subject to approval by the State Air Resources Board.

Association of Bay Area Governments (ABAG). The regional agency that is responsible for regional planning other than for transportation. ABAG publishes forecasts of projected growth for the region.

Average Daily Traffic (ADT). The average number of vehicles passing a specified point during a 24-hour period.

Bay Area Air Quality Management District (BAAQMD). The regional agency created by the state legislature for the Bay Area air basin (Alameda, Contra Costa, western Solano, southern Sonoma, Marin, Napa, San Francisco, San Mateo, Santa Clara counties) that develops, in conjunction with MTC and ABAG, the state and federal air quality plans for the region. BAAQMD has an active role in approving the TCM (see definition below) plan for the region, as well as in controlling stationary and indirect sources of air pollution.

Bid targets. Based on the county minimum formula, each county is limited in the amount of funds that can be requested from the state in a given STIP cycle. This limit is called the bid target. In a multi-county region such as MTC, bid targets can be pooled to give additional flexibility at the regional level. MTC also uses bid targets for the federal Surface Transportation Program.

California Transportation Commission (CTC). A body appointed by the Governor and confirmed by the legislature that considers Regional Transportation Improvement Programs (RTIPs) and the PSTIP (see definitions below) and then includes transportation projects from these programs into the State Transportation Improvement Program (STIP). This qualifies the projects for state funding. The CTC also has financial oversight over the major programs authorized by Propositions 111 and 108.

Caltrans -- The California State Department of Transportation. Responsible, as the owner/operator of the state highway system, for its safe operation and maintenance. Proposes projects for Intercity Rail, Interregional Roads, and soundwalls in the PSTIP (see definition below). Also responsible for the HSOPP (see definition below), Toll Bridge, and Aeronautics programs. The TSM and State/Local

Partnership Programs are administered by Caltrans. Caltrans is the implementing agency for most state highway projects, regardless of program, and for the Intercity Rail program.

Capital Improvement Program (CIP). As used in this document: A seven-year program of projects to maintain or improve the traffic level of service and performance measures developed by the CMP, and to mitigate regional transportation impacts identified by the CMP Land Use Analysis Program, which conforms to transportation-related vehicle emissions air quality mitigation measures.

Capital Outlay. "All money allocated by the CTC from the State Highway, Account, and the net revenues from the passenger rail transportation Bond Fund for streets, highways, guideways, and rail, but not including allocations or expenditures for projects for maintenance, traffic system management, intercity rail, and the state-local partnership program, which are expended for construction, including the acquisition of rights-of-way, reconstruction, and construction engineering." (Streets and Highways Code 188.)

Capital Priorities. A process used by MTC to evaluate and prioritize transit projects in the region. All sources of transit funding, including FTA grants, state programs, and other sources are considered. This process involves all of the transit operators in the region, including bus, rail, and ferries.

Congestion Management Agency (CMA). The agency responsible for developing the Congestion Management Program and coordinating and monitoring its implementation.

Congestion Management Program (CMP). A multi-jurisdictional program to reduce traffic congestion. Required of every county in California with an urbanized area as defined by the Census Bureau (at least 50,000 people).

Council of Governments. A voluntary consortium of local government representatives, from contiguous communities, meeting on a regular basis, and formed to cooperate on common planning and solve common development problems of their area. COGs can function as the RTPAs and MPOs in urbanized areas.

County Minimums. Instituted in 1983 by SB 215 (Foran), the county minimum represents the minimum share of programming each county should receive. Under this statute (Section 188.8 of the Streets and Highways Code), 70 percent of the capital outlay (defined above) funds must be expended in each county according to a formula based 75 percent on county population and 25 percent on state highway miles in the county. The county minimum calculated over a fixed five year period called a quinquennium.

Database. 1) A collection of data from which information is derived and from which decisions can be made; and 2) A non-redundant collection of data items that can be processed by one or more computer applications.

Federal Highway Administration (FHWA). A division of the U.S. Department of Transportation, established to ensure development of an effective national road and highway transportation system. It assists states in constructing highways and roads, and provides financial aid at the local level.

Flexible Congestion Relief (FCR). One of the state's funding programs for local or regional transportation projects that will reduce congestion. State highway projects, local roads, and rail guideway projects are all eligible.

Fund Estimate. The STIP cycle begins with the development of the Fund Estimate, which compares existing commitments against total estimated revenue expected from state and federal sources. Caltrans estimates state and federal funds "reasonably expected" in annual increments for 7 years (the STIP period). The calculation of existing capital program commitments is based on Caltrans' Project Delivery Report (see definition below), while non-capital expenditures of operation and administration costs are estimated based on current spending and projected needs. This comparison of revenues to commitments results in an estimate of total uncommitted funds that are available for programming and which are then prorated to each program category. The Fund Estimate is required by law to be submitted by 7/15 of odd-numbered years and to be adopted by the CTC by 8/15 of odd numbered years. CTC adopts a policy, known as the "Fund Estimate Methodology" that guides Caltrans in formulating the Fund Estimate.

High Occupancy Vehicle Lane (HOV). A lane of freeway reserved for the use of vehicles with more than a preset number of occupants; such vehicles often include buses, taxis and carpools.

Indirect Source Control Measure. The Federal Clean Air Act defines indirect source as "...a facility, building, structure, installation, real property, road or highway which attracts, or may attract, mobile sources of pollution." An indirect source control measure is a rule or ordinance established to reduce the mobile source emissions associated with specific activity centers such as those noted above.

Interregional Road System (IRRS). On February 1, 1990, Caltrans submitted a plan to the state legislature that identified a set of projects that "will provide the most adequate interregional road system to all economic centers in the State." Statute defines eligible routes that were included, and specified that these be located outside the boundaries of urbanized areas of over 50,000 population, "except as necessary to provide connection for continuation of the routes within urban areas." From this plan, Caltrans includes projects, consistent with the Fund estimate, in its PSTIP to the CTC for programming in the STIP.

Level of Service (LOS). A qualitative measure describing operational conditions within a traffic stream; generally described in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety.

Metropolitan Transportation Commission (MTC). Created by the state legislature in 1970 to prepare a Regional Transportation Plan for the nine counties of the Bay Area. Other important responsibilities

include: approving transportation projects that receive state or federal funding, allocating several sources of funds for transit operations, evaluating the performance of the transportation system and the provision of transportation service, promoting and setting guidelines for transit systems coordination, and advocating adequate transportation funding. MTC consists of 16 voting members, including one member from ABAG, and one member from the Bay Conservation and Development Commission. MTC also includes 2 non-voting members, from the state and federal transportation agencies.

Metropolitan Transportation System . A regional, multi-modal transportation system defined as part of MTC's RTP (see definition below). Emphasizes a balanced strategy of highway, arterial, and transit capital investments and operational improvements to manage congestion projected over the next 20 years.

Model: Gravity. A mathematical trip distribution model that is based on the premise that the amount of travel between two zones in proportional to the amount of activity in each of the two zones and inversely proportional to the impedance to travel between the two zones. In other words, trips produced in any given area will distribute themselves in accordance with the accessibility of other areas and the opportunities.

Model: Land Use. A model used to predict the future spatial allocation of urban activities (land use), given total regional growth, the future transportation system, and other factors.

Model: Mode Choice. A model used to forecast the proportion of total person trips on each of the available transportation modes.

Model: Regional Growth. A model used to estimate land uses in a region.

Model: Travel Demand. A mathematical equation or graphic technique used to simulate traffic movements, particularly those in urban areas or on a freeway.

North/South Split. State law (Section 188 of the Streets and Highway Code) requires that programming be balanced so that 60 percent of the capital outlay (see definition above) is spent in the 11 Southern counties, and 40 percent is spent in the North (45 counties). This balance must occur for the period July 1, 1989 to June 30, 1993, and for each subsequent five year period. This rule has a serious impact on the type of projects programmed in the North or the South. Rehabilitation and safety funds have historically tended to be spent roughly 60 percent in the north, and only 40 percent in the South, due to worse weather conditions and more mountainous roads in the North. In addition, engineering costs are relatively higher in the North than in the South. Furthermore, Caltrans' project support for locally funded projects, of which the North has a disproportionate share, is also included. Thus, funds for capacity increasing projects have historically been weighted towards the South, so that the overall balance remains 60 percent/40 percent.

Obligation. An action by an administrative agency approving the spending of money for a specific purpose to a specific grant recipient.

Pavement Management System (PMS). Required by Section 2108.1 of the Streets and Highways Code, any jurisdiction that wishes to qualify for funding under the STIP must have a PMS that is in conformance with the criteria adopted by the Joint City/County/State Cooperation Committee. At a minimum, the PMS must contain:

- An inventory of the arterial and collector routes in the jurisdiction that is reviewed and updated at least biennially;
- An assessment of pavement condition for all routes in the system, updated biennially;
- Identification of all sections of pavement needing rehabilitation or replacement; and
- Determination of budget needs for rehabilitation or replacement of deficient sections of pavement for the current biennial period, and for the following biennial period.

Certification is done by implementing jurisdiction and submittal to MTC. MTC then makes a finding of agreement with the certification and transmits the certification to the CTC with the RTIP.

Peak (Peak Period, Rush Hours). 1) The period during which the maximum amount of travel occurs. It may be specified as the morning (A.M.) or afternoon or evening (P.M.). 2) The period when demand for transportation service is the heaviest.

Principal Arterial. The functional classification system at the federal level defines principal arterials for rural areas, urbanized areas, and small urban areas. (Note: other definitions of principal arterials exist). In urbanized areas, the principal arterial system can be identified as unusually significant to the area in which it lies in terms of the nature and composition of travel. Principal arterials derive their importance from service to rural oriented traffic, but equally or even more importantly, from service for major movements within the urbanized area. The principal arterial system should carry the major portion of trips entering and leaving the urban area, as well as the majority of through movements desiring to bypass the central city. In addition, significant intra-area travel, such as between major business districts and outlying residential areas, between major inner city communities, or between major suburban centers should be served by this system. Frequently, the principal arterial system will carry important intra-urban as well as intercity bus routes. Finally, this system in small urban and urbanized areas should provide continuity for all rural arterials which intercept the urban boundary. Because of the nature of the travel served by the principal arterial system, almost all fully and partially controlled access facilities will be part of this functional system. However, this system is not restricted to controlled access routes. The spacing of urban principal arterials will be closely related to the trip-end density characteristics of particular portions of the urban areas. The US Department of Transportation provides the guidance than 50-65 percent of the VMT should be accounted for on the principal arterial system.

Project Delivery Report. Government Code Section 14525.5 requires Caltrans to submit to the legislature by November 15 of each year a report on the delivery of all state highway projects in the adopted STIP which cost $1M or more and for which the department is the responsible agency for project development work (including some, but not all locally funded projects). The report must identify milestone dates by month and year for these projects, and must summarize the number of projects which met milestones and identify those that failed to meet one or more milestones. For those that failed, the report must explain the reasons for the delay and present a plan to resolve any problems and a new schedule for delivery. The Plan must also include an estimate of Caltrans' capital outlay project development staffing needs for the next fiscal year in order to delivery the adopted STIP. The Report must also include a determination of the portion of project development work that will be performed by Caltrans and the portion that will be "contracted out." This Plan is then assessed by the Legislative Analyst in its annual analysis of the Governor's proposed budget.

Project Study Report (PSR). Chapter 878 of Statutes 1987 requires that any capacity increasing project on the state highway system, prior to programming the STIP, have a completed PSR. The PSR must include a detailed description of the project scope and estimated costs. The intent of this legislation was to improve the accuracy of the schedule and costs shown in the STIP, and thus improve the overall accuracy of the estimates of STIP delivery and costs.

Proposed State Transportation Improvement Program (PSTIP). This seven-year program is based on the adopted STIP and the most recent Project Delivery Report. It may include additional schedule changes and/or cost changes, plus new projects that Caltrans proposed for the interregional road system, retrofit soundwalls, and toll bridge and aeronautics programs, as well as the intercity rail program. Caltrans may also propose, under specified conditions, alternative FCR projects to those proposed in the RTIPs; this is the only overlap with the RTIPs. The PSTIP is due to the CTC on 12/1 of odd numbered years.

Proposition 116. Passed by voters in June of 1990, this initiative sponsored by the Planning and Conservation League provides $1.99B in rail bonds, primarily to projects specified in the legislation. Guidelines for the implementation of the program were available in the Fall of 1990.

Public Transit (Mass Transit). Passenger transportation service, usually local in scope, that is available to any person who pays a prescribed fare. Operated on established schedules along designated routes or lines with specific stops and is designed to move relatively large numbers of people at one time. Examples include bus, ferry, light rail and rapid transit.

Public Transportation. Transportation service to the public on a regular basis using vehicles that transport more than one person for compensation, usually but not exclusively over a set route or routes from one fixed point to another. Routes and schedules may be determined through a cooperative arrangement. Subcategories include public transit service, and paratransit service that are available to the general public.

Quadrennium. A fixed four year period, over which county minimums are calculated. In each quinquennium, a county should receive at least its county minimum share of the total program. The first quinquennium ran from 1982/3 to 1987/88. The second encompasses 1988/89 through 1992/93. The third quinquennium starts in 1993/94 and ends in 1997/98; four of these years were programmed in the 1990 STIP. The fourth quinquennium (which will begin to be programmed in the 1992 STIP) includes 1998/99 through 2003/4.

Regional Transportation Improvement Program (RTIP). A list of proposed transportation projects submitted to the CTC by the regional transportation planning agency (for the Bay Area. MTC), as a request for state funding. The individual projects are first proposed by the CMAs, then evaluated and prioritized by the regional agency for submission to the CTC. The RTIP has a seven year planning horizon, and is updated every two years. MTC may only include projects in its RTIP that are first included in a CMP.

Regional Transportation Plan (RTP). A comprehensive 20-year plan for the region, updated every two years by the regional transportation planning agency (for the Bay Area. MTC). The RTP includes goals, objectives and policies, and recommends specific transportation improvements.

Ridesharing. Two or more persons traveling by any mode, including but not limited to, carpooling, vanpooling, taxipooling, jitney and public transit.

Regional Traffic Signalization and Operations Program (RTSOP). Administered by MTC, this program was created to fund traffic signalization projects that implement cost effective traffic control measures. The types of eligible projects include signal re-timing; upgrades of existing controllers to comply with AB 3418 and NTCIP; repair, replacement, installation, and improvement of hard-wire interconnect systems; and upgrade and improvements to traffic signal systems.

Short Range Transit Plans (SRTP). A seven-year comprehensive plan required by federal and regional transportation funding agencies of all transit operators. The plans must define the operator's mission, analyze its past and current performance, and plan specific operational and capital improvements to realize its short-term objectives.

State Highway Operations and Protection Program (SHOPP) [Formerly called the Highway System Operations and Protection Plan (HSOPP)]. A program created by state legislation that includes state highway safety and rehabilitation projects, seismic retrofit projects, land and buildings projects, landscaping, some operational improvements, bridge replacement, and the minor program. SHOPP is a four year program of projects, adopted separately from the STIP cycle. The June 1990 gas tax increase partially funds the program, but it is primarily funded through the "old" 9 cent gas tax and federal funds. For the purposes of the Fund Estimate, a formula based on a pavement index and safety concerns is used to estimate an additional 3 years of the SHOPP program.

State Implementation Plan (SIP). State plan required by the Federal Clean Air Act of 1990 to attain and maintain national ambient air quality standards. It is adopted by local air quality districts and the State Air Resources Board.

State/Local Partnership. Originally created by SB 140, and subsequently funded by the passage of Proposition 111 by the voters in June of 1990, the State/Local Partnership provides state matching funds for locally funded and constructed highway and exclusive public mass transit guideway projects. $2 billion over ten years have been designated for this program. Eligible projects are defined by the legislation and clarified by guidelines published by the Caltrans Division of Local Streets and Roads. Applications are annually submitted to Caltrans (by June 30 for the following fiscal year), which administers the program. The amount of state match available in a given year is dependent upon the number of eligible applicants and the size of the appropriation to the program by the legislature during the budget process. The state match can not exceed 50 percent.

State Transit Assistance (STA). This program provides funding for transit and transportation planning. Fifty percent of the revenues transferred to the TP&D Account (see definition below) are appropriated to STA. STA apportionments to regional transportation planning agencies (MTC in the Bay Area) are determined by two formulas. 50 percent by populations and 50 percent by the amount of operator revenues (fares, sales tax, etc.) for the prior year. The Bay Area usually receives about 38 percent of the amount available for STA state-wide. STA funds may be used for transit capital or operating expenditures. Passage of Proposition 117 disallows use of STA funds for streets and roads in the non-urban counties.

State Transportation Improvement Program (STIP). A list of transportation projects, proposed in RTIPs and the PSTIP, which are approved for funding by the CTC.

Traffic Systems Management (TSM) Program. A state-funded program that funds those projects which "increase the number of person trips on the highway system in a peak period, without significantly increasing the design capacity of the system, measured by vehicle trips, and without increasing the number of through traffic lanes". This program is funded outside of the STIP process, through direct application to Caltrans. The CTC programs the projects from a prioritized list submitted by Caltrans. Statute requires that priority be given to projects from counties with adopted CMPs.

Transit Capital Improvement Program (TCI). A state program, currently funded primarily from the TP&D account (see definition below) for transit capital projects and the STA program (see definition above). An annual program, all state funds must be matched 50 percent by local funds.

Transit Operators Coordinating Council (TOCC). A statutorily created committee of MTC that consists of the General Managers of the major transit operators in the region. It meets monthly to discuss matters of mutual concern and to advise MTC.

Transportation Control Measures (TCMs). A measure intended to reduce pollutant emissions from motor vehicles. Examples of TCMs include programs to encourage ridesharing or public transit usage, city or county trip reduction ordinances, and the use of cleaner burning fuels in motor vehicles. MTC has adopted specific TCMs, in compliance with the Federal and State Clean Air Acts, that can be found in MTC Resolution No. 2131 and the Transportation Control Measure Plan for the State Clean Air Plan prepared by MTC in December 1994.

Transportation Demand Management (TDM). "Demand-based" techniques for reducing traffic congestion, such as ridesharing programs and flexible work schedules enabling employees to commute to and from work outside of the peak hours.

Transportation Improvement Program (TIP)- A federally required document produced by the regional transportation planning agency (MTC in the Bay Area) that states the investment priorities for transit and transit-related improvements, mass transit guideways, general aviation and highways. The TIP is the MTC's principal means of implementing long-term planning objectives through specific projects.

Transportation Management Association (TMA). A consortium of business and industry (private sector) interests formed to help solve mutual transportation problems. A TMA is not in any form a publicly sponsored or coordinated agency or group.

Transportation Planning and Development Account (TP&D). A state account, funded by the sales tax on the new 9 cent gas tax and the diesel sales tax, that is the primary funding source for the TCI (see definition above) program.

Transportation System Management (TSM). A set of relatively low-cost techniques to relieve congestion without adding vehicle capacity to the transportation system. TSM techniques are numerous. Some are "demand-based" techniques such as ridesharing programs and flexible work schedules enabling employees to commute to and from work outside of the peak hours. (Sometimes the demand-based strategies are referred to as TDM). Other TSM measures are engineering-oriented, such as timing traffic signals to smooth the flow of traffic, and ramp metering, which regulates the entrance of vehicles onto a freeway, increasing the efficiency of the freeway.

Urban and Commuter Rail. A state funding program financed by the sales and bonds authorized by Proposition 108. Two additional bond measures to fund this program were rejected by voters in 1992 and 1994. All projects must be matched 50 percent by local funds. Projects are proposed through the CMP process to regional agencies, which then may include them in their RTIPs.

Federal Transit Administration (FTA). A division of the U.S. Department of Transportation, delegated by the Secretary of Transportation to administer the federal transit program under the Urban Mass Transportation Act of 1964, as amended, and various other statutes.

FTA Section 3 Funds. Discretionary transit capital fund provided by the federal government through FTA. New Rail Starts and Extensions are funded through this program, which operates through earmarking at the Congressional level. The Section 3 program is updated approximately every four years. The minimum local match is 20 percent, although larger local shares are encouraged.

FTA Section 8 Funds. Transit operating funds provided by the federal government through UMTA. Made available through Section 8 of the Urban Mass Transportation Act of 1972, Section 8 funds are available for planning components of the operating budget, only, such as development of Short Range Transit Plan.

FTA Section 9 Capital Funds. Capital funds provided by the Federal government through FTA. Section 9 capital funds are available to support capital purchases only. They must be matched with local capital funds on an 80 percent federal. 20 percent local basis.

FTA Section 9 Operating Funds. Operating funds provided by the Federal government through FTA. Available only to support annual operating budgets. Capital purchases must be supported with other funds. The total amount of Section 9 operating funds is determined by Congress each year and is then divided among regions and operators within regions on a formula basis.

FTA Section 16 (b) 2 Funds. Funds provided by the federal government through FTA to private non-profit providers of transportation for the elderly and handicapped. Program is administered annually in the Bay Area by MTC.

FTA Section 18 Funds. Transit funds provided by the federal government through FTA by formula to rural areas. Administered by Caltrans in California, these funds can be used for either capital or operating expenses. Capital projects require a 20 percent local match. Operating projects require a 50 percent local match.

Urbanized Area. As defined by the Bureau of the Census, a population concentration of at least 50,000 inhabitants, generally consisting of a central city and the surrounding, closely settled, contiguous territory (suburbs). The boundary is based primarily on a population density of 1,000 people/mile, but also includes some less densely settled areas, as well as such areas as industrial parks and railroad yards, if they are within areas of dense urban development. The boundaries of urbanized areas, the specific criteria used to determine urbanized areas, or both, may change in subsequent censuses.

Vehicle Miles Traveled (VMT). Travel demand forecasting (modeling) is used to generate the average trip lengths for a region. The average trip length measure can then be used in estimating vehicle miles of travel, which in turn is used in estimating gasoline usage or mobile source emissions of air pollutants.

Vehicle Occupancy. The number of people aboard a vehicle at a given time; also known as auto or automobile occupancy when the reference is to automobile travel only.

Vehicle Trip. A one-way movement of a vehicle between two points.

2006 STIP Schedule

	CMA	MTC/CTC
May		
	ACTAC review draft 2006 STIP Strategy and Guidelines	CTC - Fund Estimate Assumptions adopted
June		
	CMA Release Call for Information for Existing STIP Projects	
	CMA approve 2006 STIP Strategy and guidelines	
July		
	Project Information For Existing Projects Submitted to CMA	Draft Fund Estimate reviewed by the CTC
	CMA Release Call for Projects for New Projects (dependent on Fund Estimate released by CTC in July)	MTC Approves RTIP Policies
August		
	NO CMA MEETINGS	CTC adopts Fund Estimate
	Project Information for New Projects Submitted to CMA (dependent upon CTC Fund Estimate)	
September		
	CMA Submits Draft Fact/Fund Sheets to MTC	
	Draft RTIP to CMA Board (9/22)	MTC Requests RTIPs (by 9/16)
October		
	CMA Submits Fact/Fund Sheets Revisions to MTC (10/5)	
		MTC circulates RTIP for public comment (10/14 - 11/15)
	CMA Board Approve Final RTIP (10/27)	
November		
		MTC approves RTIP (11/16)
December		
		RTIP Due to CTC (12/15)

This page intentionally left blank.

Index	Sponsor	Project Title	PPNo	Required Activity	Date Req'd	Risk Zone	Notes	Prev Zone
1	AC Transit	Bus Component Rehabilitation	2009D	Allocate (Con)	6/30/08	G	$4.5M in 07/08	G
2	AC Transit	Maintenance facilities upgrade	2009A	Allocate (Con)	6/30/08	G	$3.705M in 07/08	G
3	AC Transit	SATCOM Expansion	2009B	Allocate (Con)	6/30/08	G	$1M in 07/08	G
4	AC Transit	Berkeley/Oakland/San Leandro Corridor MIS	2009C	Allocate (PS&E)	6/30/07	G	$2.7M in 06/07	G
5	ACCMA	I-680 Sunol Grade Soundwalls	A0157G	Accept Contract (Con)	2/26/07	G	Awarded 2/26/04	G
6	ACCMA	Planning, Programming and Monitoring	2179	Allocate (Con) Allocate (Con) Allocate (Con) Allocate (Con)	6/30/06 6/30/07 6/30/08 6/30/09	Y G G G	$110K in 05/06 $111K in 06/07 $111K in 07/08 $195K in 08/09	G G G G
7	ACCMA	Vasco Road Safety Improvements	2009L	Allocate (Con)	6/30/09	G	$1.4M in 08/09	G
8	Alameda	Tinker Avenue Extension	2009N	Allocate (Con)	6/30/09	G	$4M in 08/09	G
9	BART	BART Oakland Airport Connector	2103	Allocate (Con)	6/30/09	G	$23M in 08/09 ($10M ITIP in Con 08/09)	G G
10	BART	BART Stations Platform Edge Tiles	2009G	Allocate (Con)	6/30/08	G	$1.248M in 07/08	G
11	BART	Lake Merritt Channel Subway Repair	2009F	Allocate (Con)	6/30/08	G	$2M in 07/08	G
12	Emeryville	Emeryville Intermodal Transfer Station	2020	Allocate (Con)	6/30/09	G	$2.11M in 08/09 ($4.2M ITIP in Con 08/09)	G
13	TBD	Mandela Parkway Extension Ph II	2009M	Allocate (R/W)	6/30/07	G	$1.9M in 06/07 *Emeryville sponsor in STIP	G
14	LAVTA	Satellite Bus Operating Facility	2009K	Allocate (Con)	6/30/09	G	$4M in 08/09	G

Index	Sponsor	Project Title	PPNo	Required Activity	Date Req'd	Risk Zone	Notes	Prev Zone
15	Livermore	Isabel Ave. Interchange, Rte. 580	0115B	Comp. Expend (Env)	2/28/06	R	$4M allocated – 20-mo extension 4/04	G
16	MTC	Planning, Programming and Monitoring	2100	Allocate (Con) Allocate (Con) Allocate (Con)	6/30/06 6/30/07 6/30/08	Y G G	$110K in 05/06 $110K in 06/07 $111K in 07/08	G G G
17	Oakland	Rte. 880 Access at 42nd Ave./High St., APD	1022	Allocate (R/W)	6/30/08	G G	$3.13M in 07/08	G G
18	Oakland	Coliseum Intercity Rail Station(RTIP)	2108	Accept Contract (Con)	2/20/06	Y	Awarded in Feb '03	G
19	Union City	Union City Intermodal Station	2110	Allocate (Con) Allocate (Con) Allocate (Con)	6/30/06 6/30/08 6/30/09	Y G G	$6.027M in 05/06 $4.004M in 07/08 $2.283M in 08/09	G G G

CMP - Land Use Analysis Program (Until June 30, 2005)

Index #	Jurisdiction	TIER I Review Category (GPA/NOP/EIR)	Development Title	APPLN NUMBER	STATUS (Exempt/ Tier I)	CMA Response Date	Latest Correspondence Date	Comments
Land Use Related Projects								
1	Alameda	NOP/DEIR	Alameda Point Golf Course	NA	Tier 1	7/9/2001 9/15/2004 5/19/2005	5/19/2005	Sep 2004 - Comments on the DEIR regarding trip generation and accessibility.
2	Alameda	GPA	Northern Waterfront GPA, Del Monte Adaptive Reuse Project, and Grand Marina Mixed Use Project	NA	Tier1	1/7/2004	1/7/2004	Comments on the NOP. Informed that ABAG's revised job numbers should be used for the projections.(Comments on the old projects sent on 11/18/2002). Per the City, a new NOP will be issued shortly.
3	Alameda	GPA	Amendment to Housing Element	GPA 03-0003	Exempt			Project on hold
4	Alameda	GPA	Amendment to Housing Element	GPA 04-0001	Exempt			Project on hold
5	Alameda	GPA	Rod Goode Toyota Expansion		Tier 1 Exempt	8/31/2004	8/31/2004	Project never proceeded
6	Alameda	GPA	Harbor Bay Village VI	GPA04-0002	Tier 1 Exempt	5/17/2005	5/17/2005	
7	Alameda County	NOP/FEIR	Law Enforcement Complex (LEC) and Animal Shelter at 2700 & 2100 Fairmont Dr	NA	Tier 1 Exempt	5/18/2004 6/21/2004	6/21/2004	
8	Alameda County	DEIR NOP/DEIR Rev. NOP/DEIR FEIR	Juvenile Justice Facility and East County Government Center	NA	Tier 1 Tier 1	3/6/2003 2/1/2002 7/3/2002	3/6/2003	
9	Alameda County	NOP/DEIR	Focused EIR-Castro Valley residential development	NA	Exempt	8/29/2003	8/29/2003	Expected Completion by 04/06
10	Alameda County	DEIR	Alameda County-San Loranzo Specific Plan	NA	Tier 1	8/26/2003	8/26/2003	Adopted by the Board 9/10/2004
11	Alameda County	DEIR	3738 East Castro Valley Boulevard Planned Residential Development	NA	Exempt	4/12/2004	4/12/2004	Completed
12	Alameda County	DEIR	Chevron Pipeline Relocation Project	NA	Exempt	3/11/2004	3/11/2004	Approved by Planning Council, pending appeal by the Board
13	Alameda County	DEIR	LA Vista Quarry Mining Permit Extension Project	NA	Tier 1 Exempt	10/13/2004	10/13/2004	
14	Albany	GPA	General Plan Amendments to the Land Use Element of the Albany General Plan	NA	Tier 1 Exempt	7/23/2004	7/23/2004	Adopted by City Council in fall 2004
15	Albany	GPA	GPA regarding mixed-use developments and affordable housing	NA	Tier 1 Exempt	4/21/2005	4/21/2005	

CMP - Land Use Analysis Program (Until June 30, 2005)

Index #	Jurisdiction	TIER I Review Category (GPA/NOP/EIR)	Development Title	APPLN NUMBER	STATUS (Exempt/ Tier I)	CMA Response Date	Latest Correspondence Date	Comments
16	Berkeley	NOP/DEIR	Homeless Shelter	NA	Exempt	12/23/2002 7/7/2003	7/7/2003	
17	Berkeley	GPA	Homeless Shelter	NA	Exempt			
18	Berkeley	NOP	City of Berkeley Draft Southside Plan	NA	Tier 1	12/6/2004	12/6/2004	
19	Berkeley	GPA	West Berkeley Bowl project at 920 Heinz Ave.	NA	Tier 1 Exempt	2/8/2005	2/8/2005	
20	Bureau of Indian Affairs	NOI	Lower Lake Rancheria Casino near Oakland Airport	NA	Tier 1	12/13/2005	12/13/2005	
21	Caltrans	NOP/DEIR	Caldecott Improvement	NA	Tier 1	1/31/2003	1/31/2003	
22	Dublin	GPA/NOP	Wallis Ranch/Dublin Ranch West	PA02-028	Exempt Tier 1	2/28/2003 9/12/2002	2/28/2003	City Council meeting on March 15, 2005 to approve EIR and GPA
23	Dublin	GPA	Dublin Land Co.	Resolution 50-03	Tier 1			Initiated March 2003. No CEQA document yet.
24	Dublin	GPA/DSEIR FSEIR	IKEA GPA Study	PA-02-034	Tier 1	12/23/2003 10/22/2003 4/18/2003 9/12/2002	12/23/2003	Approved by the City Council
25	Dublin	GPA	Scarlett Court Specific Plan	03-063	Tier 1			Initiated on 03/03. No CEQA yet.
26	Dublin	GPA	Single-family homes project on Starward Dr.	PA# 04-006	Exempt	10/7/2004	10/7/2004	Approved.
27	Dublin	NOP/DSEIR	Fallon Village Development	NA	Tier 1			In process at the CMA
28	Dublin	NOP/DSEIR	Moller Ranch Reorg and Development	NA	Tier 1			In process at the CMA
29	Emeryville	GPA	Pixar Animation Studios Expansion	NA	Exempt	4/21/2003	4/21/2003	Approved, Referendum # 02/04
30	Emeryville	GPA	Park Avenue District	NA	Tier 1	7/6/2001	7/6/2001	RFP for initial study issued
31	Emeryville	NOP/DEIR	Sherwin-Williams Emeryville Site Redevelopment Project	NA	Tier 1	1/12/2005	1/12/2005	EIR being prepared.
32	Emeryville	GPA	Bike and Ped Circulation Plan	NA	Tier 1 Exempt	3/30/2005	3/30/2005	
33	Fremont	GPA	Land Use Redesignation	2003-00200	Exempt	5/21/2003	5/21/2003	
34	Fremont	GPA	GPA to revise Housing and Land Use Element of the General Plan	PLN 2001 00111	Exempt	3/27/2003	3/27/2003	
35	Fremont	GPA	Land Use Redesignation	PLN 2002-00321	Exempt	2/28/2003	2/28/2003	
36	Fremont	GPA	Land Use Redesignation	PLN 2002 00321	Exempt	2/25/2003	2/25/2003	

PAGE 222

CMP - Land Use Analysis Program (Until June 30, 2005)

Index #	Jurisdiction	TIER I Review Category (GPA/NOP/EIR)	Development Title	APPLN NUMBER	STATUS (Exempt/ Tier I)	CMA Response Date	Latest Correspondence Date	Comments
37	Fremont	NOP/DEIR	Industrial Project Area Development	450RDA1036	Tier I	11/18/2002	11/18/2002	
38	Fremont	GPA	Belle Cere GPA	PLN2002-00111	Exempt	7/25/2002	7/25/2002	
39	Fremont	NOP/DEIR	Revisions to the City of Fremont's Solid Waste Management System	PLN2002-00150	Tier I	12/20/2001	12/20/2001	
40	Fremont	NOP/DEIR DEIR FEIR Recirc. DEIR FEIR	Wal-Mart	PLN2001-00290	Tier I Comments No Comments	9/10/2001 7/30/2002 1/23/2003 1/23/2003 3/27/2003	3/27/2003	Comments submitted requesting analysis of MTS routes and providing clarification on CMP requirements.
41	Fremont	GPA	Recycling and Transfer Station and Solid Waste	PLN 2002-270	Tier I Exempt	6/25/2003	6/25/2003	
42	Fremont	GPA	Central Park Knoll	PLN2003-208	Tier I Exempt			
43	Fremont	GPA	City of Fremont Fire Station # 8	PLN2004 – 00049	Tier I Exempt	11/4/2004	11/4/2004	
44	Fremont	GPA	Geotechnical Studies in Hillside Areas	PLN2004 – 00069	Tier I Exempt	11/4/2004	11/4/2004	
45	Fremont	GPA	Housing Element Implementation Rezoning for Programs #22 and # 23	PLN # - see comments column	Tier I Exempt	11/4/2004	11/4/2004	PLNs 2004-00077, 2004–00079, 2004-00080 and 2004-00081.
46	Fremont	GPA	Tri-City Sports and Patio World General Plan Amendment and Rezoning	PLN2004-000092	Tier I Exempt	11/4/2004	11/4/2004	
47	Fremont	GPA	Walnut/Mission GPA & PD	PLN2003 - 00176	Tier I Exempt	11/4/2004	11/4/2004	
48	Fremont	GPA	Washington Blvd. Project	PLN2003-00282	Tier I Exempt	11/4/2004	11/4/2004	
49	Fremont	GPA	MARLAIS GPA- MISSION	PLN2002-00100	Tier I Exempt	11/4/2004	11/4/2004	
50	Fremont	GPA	Housing Element Implementation Program # 21	PLN # - see comments column	Tier I Exempt	11/4/2004	11/4/2004	PLN2004-00251, PLN2004-00272, PLN2004-00273, PLN2004-00274, PLN2004-00275.
51	Fremont	GPA	Housing Element Implementation Program # 19	PLN # - see comments column	Tier I Exempt	11/4/2004	11/4/2004	PLN2004-00112, PLN2004-00279, PLN2004-00280.

CMP - Land Use Analysis Program (Until June 30, 2005)

Index #	Jurisdiction	TIER I Review Category (GPA/NOP/EIR)	Development Title	APPLN NUMBER	STATUS (Exempt/ Tier I)	CMA Response Date	Latest Correspondence Date	Comments
52	Fremont	GPA	Housing Element Implementation Program # 18	PLN # - see comments column	Tier I Exempt	11/4/2004	11/4/2004	PLN2004-00265, PLN2004-00266, PLN2004-00267,PLN2004-00268, PLN2004-00269, PLN2004-00270.
53	Fremont	GPA	Health and Safety Element Update for Fire Department Response Time Standards	PLN2004-00296	Tier I Exempt	11/4/2004	11/4/2004	
54	Fremont	GPA	City of Fremont 2002 Hill Area Initiative Implementation	PLN2004-00030	Tier I Exempt	11/4/2004	11/4/2004	
55	Fremont	GPA	Grimmer Residence GPA	PLN2005-00016	Tier I Exempt	11/4/2004	11/4/2004	
56	Fremont	GPA	Housing Element Implementation Program # 18 & 21	PLN # - see comments column	Tier I	3/30/2005	3/30/2005	PLN 2005-00072, 2005-00073, 2005-00075, AND 2005-00076-
57	Fremont	GPA	Housing Element Implementation Program # 21	PLN # - see comments column	Tier I Exempt	3/10/2005	3/10/2005	PLNs 2004-00274 and 2005-00075
58	Fremont	GPA	Hill Area Initiative Implementation	PLN 2004-00030	Tier I Exempt	3/10/2005	3/10/2005	
59	Fremont	GPA	Fire Station # 6	PLN 2005-00051	Tier I Exempt	3/10/2005	3/10/2005	
60	Fremont	GPA	Atria Townhomes GPA and Rezoning	PLN-2004-00177	Tier I Exempt	2/28/2005	2/28/2005	
61	Fremont	GPA	Density Bonus	PLN2005-00151	Tier I Exempt	2/28/2005	2/28/2005	
62	Fremont	GPA	Shinn Historical Park and Arboretum project	PLN2003-00068	Tier I Exempt	3/30/2005	3/30/2005	
63	Fremont	GPA	Housing Element Implementation Program # 18 & 21	See Comments	Tier I	5/23/2005	5/23/2005	(PLNs 2005-00080, 2005-000217, 2005-000215, and 2005-00076). Future proposals on Site # 3 are to be sent for CMA review.
64	Fremont	GPA/NOP	Globe-internationally themed retail, restaurant and entertainment destination project	NA	Tier I	5/26/2005	5/26/2005	
65	Fremont	GPA	Housing Element # 21	PLN 2005-00275	Tier I Exempt	6/1/2005	6/1/2005	
66	Fremont	GPA	Housing Element - Automall Commons	PLN 2005-00167	Tier I Exempt	6/1/2005	6/1/2005	
67	Fremont	GPA	Canyon Heights	PLN 2005-00234	Tier I Exempt	6/1/2005	6/1/2005	

PAGE 224

CMP - Land Use Analysis Program (Until June 30, 2005)

Index #	Jurisdiction	TIER I Review Category (GPA/NOP/EIR)	Development Title	APPLN NUMBER	STATUS (Exempt/ Tier I)	CMA Response Date	Latest Correspondence Date	Comments
68	Fremont	GPA	Dusterburry Townhomes Development	PLN 2005-00232	Tier I Exempt	6/1/2005	6/1/2005	
69	Hayward	GPA/NOP/DEIR DEIR	Mission-Garin Area Annexation Study	NA	Tier I Exempt	7/31/2002 3/1/2003	3/1/2003	
70	Hayward	SEIR Addendum	Blue Rock Country Club	NA	Tier I Exempt	7/3/2002	7/3/2002	
71	Hayward	NOP	NOP for DEIR for Mt.Eden Prezoning and Annexation	NA	Tier I Exempt	12/15/2003 01/21/04	21-Jan-04	
72	Hayward	GPA	Eden Shores Estate	PL-2004-0184	Tier I Exempt	6-Jun-05	6-Jun-05	
73	Lawrence Berkeley National Lab	NOP/DEIR	Long Range Development Plan Update	NA	Tier I	3/22/2002	3/22/2002	
74	Livermore	GPA	GPA to relocate the boundary between the CF and NC land use designations	04-002	Tier I Exempt	7/23/2004	7/23/2004	Application withdrawn
75	Livermore	NOP/DEIR/DSEIR	Oaks Business Park Revised	NA	Tier I	4/6/2001 10/14/2002 4/18/2003 11/17/2003	11/17/2003	Project approved by the City Council on 2/23/04. File closed.
76	Livermore	GPA	Amend the GP from OSP to UMH to construct single family home	04-004	Tier I Exempt	5/5/2005	5/5/2005	Approved by the City Council on 1/10/05
77	Livermore	GPA	Text Amendment to change grading limitations in the I-580 scenic corridor	04-003	Tier I Exempt	5/5/2005	5/5/2005	Approved by the City Council on 1/10/05
78	Livermore	GPA/NOP/DEIR	Seven Vines Project		Tier I	5/17/2005	5/17/2005	Appears to be exempt. Standard NOP response has been sent. Appears to be exempt. A follow-up exempt letter will be sent upon receiving additional information.
79	Livermore	GPA	Gross Acre defintion change	GPA-05-003	Tier I Exempt	6/1/2005	6/1/2005	
80	Livermore	GPA	70- Dwelling Units Development	NA	Tier I Exempt	6/1/2005	6/1/2005	
81	Newark Ohlone Community College	NOP/DEIP	Ohlone College Newark Center for Technology & Health Sciences Master Plan	NA	Tier I	10-Jun-04	10-Jun-04	
82	Oakland	NOP/DEIR	Skyline Ridge Estates	NA	Tier I Exempt	15-Jun-04	15-Jun-04	
83	Oakland	NOP/DEIR	Coliseum Gardens	ER3-0001	Tier I	1/29/2003	1/29/2003	

PAGE 235

CMP - Land Use Analysis Program (Until June 30, 2005)

Index #	Jurisdiction	TIER I Review Category (GPA/NOP/EIR)	Development Title	APPLN NUMBER	STATUS (Exempt/ Tier I)	CMA Response Date	Latest Correspondence Date	Comments
84	Oakland	NOP/DEIR DEIR	300 Harrison	ER00-39	Tier I Exempt	8/1/2001 10/30/2002	10/30/2002	
85	Oakland	NOP/DEIR	West Oakland Project Area Redevelopment Plan	ER02-0014	Tier I	7/30/2002	7/30/2002	
86	Oakland	NOP/DEIR	Marks Building		Exempt	8/29/2003	8/29/2003	
87	Oakland	NOP/DEIR	Sienna Hill Housing Project		Exempt	2/23/2004	2/23/2004	
88	Oakland	GPA	Amend the GP from Businees Mix to Housing & Business Mix for these properties and build 26 single family homes.	ER 03-002, GP03-023	Tier I Exempt	5/5/2005	5/5/2005	
89	Oakland	GPA	Safety Element of the Oakland GP	NA	Exempt	5/5/2005	5/5/2005	
90	Oakland	NOP/DEIR	Broadway and West Grand Mixed-Use Project	ER 03-0022	Tier I	10/8/2004 4/2/2004	10/8/2004	
91	Oakland	NOP/DEIR	Wood Street Project (Central Station)		Tier I	11/8/2004 7/20/2004 2/18/2004	11/8/2004	
92	Oakland	NOP/DEIR	Arcadia Park Residential Project	ER05-3	Tier I	5/4/2005	5/4/2005	
93	Oakland	NOP/DEIR	Kaiser Master Plan	NA	Tier I	4/11/2005	4/11/2005	
94	Oakland	NOP/DEIR	Oak to Ninth mixed use	NA	Tier I	7/20/2004	7/20/2004	
95	Oakland	GPA	Embarkadero Cove Mixed Use	NA	Tier I Exempt	4/13/2005	4/13/2005	
96	Oakland	EIR-rev	Oakland Uptown Project - change in scope of specific project	NA	Tier	6/3/2005	6/3/2005	Exempt
97	Ohlone College	NOP/DEIR	Ohlone College Newark Center for Health Sciences and Technology	NA	Tier I	11/8/2004	11/8/2004	
98	Pleasanton	NOP/DEIR	Lund II		Tier I	10/1/2003	10/1/2003	
99	Pleasanton	NOP/DEIR	PUD- Charter Properties Exempt	PUD-33	Exempt	1/21/2004	1/21/2004	
100	Pleasanton	GPA	Sportorno Ranch project	NA	Tier I Exempt	3/29/2005	3/29/2005	
101	Port of Oakland	NOP/SEIR DSEIR	Airport Development Program	NA	Exempt	1/29/2003 7/11/2003	7/11/2003	
102	City of Oakland	FEIR NOP/DEIR DEIR	Metroport Project	ED-00127	Tier I	3/13/2003 5/23/2001	3/13/2003	Under Construction. Jurisdictions changed from Port of Oakland to the City of Oakland.

CMP - Land Use Analysis Program (Until June 30, 2005)

Index #	Jurisdiction	TIER I Review Category (GPA/NOP/EIR)	Development Title	APPLN NUMBER	STATUS (Exempt/ Tier I)	CMA Response Date	Latest Correspondence Date	Comments
103	San Francisco	NOP/DEIR	2001 Transbay Terminal	2000.048 E	Comments	4/18/2001	4/18/2001	Comments submitted requesting that the impacts to AC Transit be analyzed and mitigated.
104	San Leandro	GPA	43-unit townhomes at Washington and Springlake	NA	Tier I Exempt	3/14/2005	3/14/2005	
105	UC Berkeley	NOP/EIR	UC Berkeley LRDP& Chang-Lin-Tien Center	NA	Tier I	6/18/2004 9/26/2003	6/18/2004	
106	UC Berkeley	GPA SFDEIR	University Village NW Master Plan Amendments	18132A	Tier I	3/17/2004 6/12/2003	3/17/2004	Located in City of Albany
107	UC Berkeley	Initial Study	Early Childhood Development Center	NA	Tier I			In process at the CMA
108	Union City	GPA	Citywide Amendment to the Land Use Diagram	AG-02-04	Tier I Exempt	8/25/2004	8/25/2004	Approved
109	Union City	NOP/DEIR	Union City Intermodel Station Passenger Rail Project	NA	Tier I/ Exempt	6/9/2005 4/2/2004 9/25/2003	06/09/05	Exempt because there is no proposed alterations to traffic,and no changes in land use.
110	Union City	GPA	Union Landing Commercial	AG 05-04 (renumbered AG 03-04(B))	Exempt			
111	Union City	GPA	Bicycle and Pedestrian General Plan Amendment	AG 01-05	Tier I Exempt	02/28/05	02/28/05	
112	Union City	GPA	Summer Hill Homes Project	AG 04-04	Tier I Exempt	3/10/2005	3/10/2005	Land Use Redesignation of 8 acres of Private Institutional (PI) to 4 acres Residential 3-6 du/ac (R3-6) and 4 acres open space (OS)

CMP - Land Use Analysis Program (Until June 30, 2005)

Index #	Jurisdiction	TIER I Review Category (GPA/NOP/EIR)	Development Title	APPLN NUMBER	STATUS (Exempt/ Tier I)	CMA Response Date	Latest Correspondence Date	Comments
Transportation Improvement Projects								
1	AC Transit	NOP/EIR/EIS NI/EIS	East Bay BRT	NA	Tier I	6/24/2003 3/16/2004	3/16/2004	Suggested to assess the impact of removing one lane for a dedicated guideway. Informed that if existing LOS worsens to F on a CMP roadway, it may trigger deficiency plan requirements.
2	BART	NOP/DSEIR DEIR	BART Warm Springs Extension	NA	Tier I	3/27/2002 5/7/2002	5/7/2002	
3	High Speed Rail Authority	NOP/DEIR	High Speed Rail Train to San Francisco Bay Area	NA		5/21/2001 5/11/2004	5/11/2004	Commented that this project is not currently in the CWTP, supporting an East Bay alignment, and requesting that impacts to the MTS be addressed.
4	SCVTA	NOP/EIR/EIS NOP/DEIR	BART to Santa Clara County	NA	Comments	5/20/2004 2/25/2003 2/7/2002	5/20/2004	Requested that MTS impacts be evaluated as well as station access and parking impacts at the Union City, Fremont, Dublin-Pleasanton and proposed Warm Springs stations.
5	Water Transit Authority	DPEIR FEIR	Implementation and Operations Plan-Expansion of Ferry Service	NA	Tier I Comments	7/9/2003 10/30/2002 5/16/2002	7/9/2003	Requested clarification on how the proposed ferry system reduces congestion,what mitigation is proposed to make up for revenue losses to existing transit services, cost effectiveness for WTS alternative 1 and net new riders, the cost effectiveness of mitigation, local impacts resulting from terminal development, funding of terminal construction and air quality resulting from cold starts at terminals.
6	Water Transit Authority	NOP/DEIR/EIS	South San Francisco Ferry Terminal Project	NA	Tier 1	01/20/05	01/20/05	

Note:

No comments means there were no comments to make or, in the case of a DEIR or FEIR, previous ACCMA comments were responded to.

Tier I refers to GPA and NOP for EIR for projects consistent with the general plan.

Exempt refers to the development proposals that does not exceed the threshold of generating 100 p.m. peak-hour trips, as determined by the CMA, more than the adopted general plan land-use designation for GPAs or more than existing uses for projects consistent with the general plan..